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AMERICAN RAILROAD JOURNAL

AMERICAN

OFFICE 132 BROADWAY,

Factory 286 and 288 Seventh Avenue, New York.

# RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

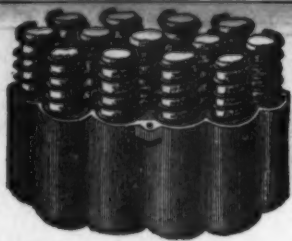
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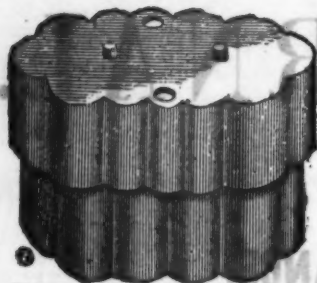
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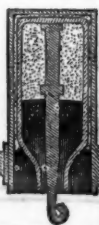
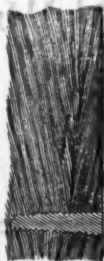
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position on either side of, at any distance and in any direc-  
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## American Railroad Journal.

New York Saturday, February 6, 1869.

### Improvement of the Telegraph.

One of the great drawbacks heretofore in the efficiency of the Telegraph has been defective insulation. To work a circuit that is free and clear of escape is always an agreeable and pleasant occupation, while operating one that is ever changing and requiring continued adjustment of magnets is one of the most annoying and patience trying. Many of our railroads have improved their telegraphs during the past season by the use of the Brooks Insulators. With this invention much of the time formerly spent in adjusting the magnet can be devoted to other, and clerical duties, besides the liability to error is infinitely lessened. The galvanometrical tests and measurements of the amount of leakage show not as much escape over a line of one hundred miles in length, where the Brooks Insulators are used in a very wet day as over one insulator of the ordinary kind, and that there is more leakage over the ordinary insulator in a clear frosty day than over the Brooks in the most humid weather.

### Richmond and Danville Railroad.

The earnings of this road for the fiscal years ending September 30, 1867 and 1868, were as follows:

|                        | 1866-'67.    | 1867-'68.    |
|------------------------|--------------|--------------|
| From passengers.....   | \$200,428 91 | \$182,650 63 |
| " freight.....         | 399,500 93   | 363,000 92   |
| " express freight..... | 23,544 15    | 13,911 54    |
| " U. S. mail.....      | 13,072 58    | 13,462 48    |
| " telegraph line.....  | 3,115 66     | 994 82       |
|                        | \$639,662 23 | \$574,020 39 |

The ordinary expenses were:

|                                |              |              |
|--------------------------------|--------------|--------------|
| Repairs of road.....           | \$102,751 47 | \$98,898 02  |
| " bridges.....                 | 9,287 41     | 11,837 01    |
| " buildings.....               | 5,691 66     | 5,537 45     |
| " locomotives.....             | 17,646 64    | 17,122 07    |
| " cars.....                    | 22,575 01    | 28,699 29    |
| " machinery.....               | 4,795 25     | 4,274 14     |
| Passenger train exp.....       | 21,001 27    | 17,982 04    |
| Freight train expenses.....    | 23,762 62    | 23,081 24    |
| Fuel account.....              | 30,657 07    | 31,775 27    |
| Oil, tallow and waste.....     | 5,025 18     | 3,977 75     |
| Depot expenses.....            | 47,910 85    | 47,373 23    |
| Telegraph expenses.....        | 7,254 14     | 4,253 85     |
| Miscellaneous exp.....         | 20,230 85    | 23,953 99    |
| Losses and damages.....        | 9,649 88     | 6,191 24     |
| Salaries of officers, etc..... | 15,778 01    | 17,750 10    |
| Insurance.....                 | 6,070 06     | 6,123 68     |
| Internal revenue tax ..        | 9,363 82     | 6,099 32     |
|                                | \$359,451 19 | \$354,929 69 |

Earnings less expenses, \$280,211 04 \$219,090 70

The extraordinary expenses of 1866-'67, not included in the above, were \$123,618 44—making the total expenses for that year \$483,069 63. The expenses of 1867-'68, as above stated, include the following amounts on extraordinary account:

|   |            |
|---|------------|
| New depots and fixtures to replace<br>those destroyed during the war..... | \$8,119 94 |
| New rails, spikes, chairs, and labor re-<br>laying track.....             | 16,149 85  |
| New bridges.....  | 804 28     |

Total.....\$25,074 07

It will be seen that the total expenses of the past year are less than the ordinary working expenses of the previous year by \$4,521 50; and are less than the ordinary and extraordinary expenses of that year combined by \$128,139 94. The net earnings, therefore, notwithstanding a falling off of \$65,641 84 in the gross receipts, show an increase of \$62,498 10. The President in his report says:

The usual and necessary improvements of track

and roadway have been effected, maintaining the progress heretofore made towards the restoration of the line to that standard of thorough repair which is regarded indispensable to its safe and economical operation. About 90,000 cross ties have been put on the line during the year, being about 20,000 more than the average quantity ordinarily required for the same period. About three miles of new rail have been put down during the year east of Powhatan station, and the track materially repaired on various other sections of the road. The large and costly Howe truss bridges erected since the war over the James, Appomattox, Roanoke, and Staunton Rivers, which have heretofore remained uncovered on account of the company's limited resources, have, during the present fall, been put under cover, and will in a few weeks be entirely protected, and in a condition of completeness and safety. Heavy trestles have been replaced at Belle Isle, the State Line, and other portions of the work. The depots and fixtures along the entire line south of Richmond have been refitted, refurnished, and improved to a condition adequate to the wants of the business everywhere.

Additional sheds and depot facilities at Richmond have been made; with some further extension of these as recommended by the Superintendent in his report, further expenditure in depot construction need not be made until such time as the convenience of the company will allow it.

In reference to the financial interests of the company, the Board are gratified to be able to present to the stockholders a much more satisfactory condition than has existed at any time since the reorganization of the company after the war.

The large and oppressive floating debt which was found to exist, and which had to be made active, has been nearly all paid or funded in the permanent securities of the company. The policy heretofore inaugurated by the Board, with the assent of the stockholders, of the conversion of the old funded debt in its different forms, and of the new floating debt into a single first mortgage consolidated debt, has been successful to a most satisfactory extent. The new consolidated security having nearly absorbed the entire liabilities intended to be embraced by it; thus relieving the company not only from the high rates of interest which it was compelled to pay upon its large floating liabilities as they then existed, but what is of greater consequence to the stockholders, permanently securing its credit from that perilous exposure which it necessarily suffered in every monetary panic under the burden of current demands of so large an amount.

Under directions of the Board and the personal supervision of the President, sales of the new consolidated bonds were effected in the early part of the year to an amount which, together with

the business income of the road, enabled the company to sink its floating debt to a sum manageable at the pleasure of the company; the balance on account of bills payable and receivable, as appears from the Auditor's report, being on the 30th day of September, 1868, \$47,979, so that for some months past the company has been fully, and it is hoped forever, relieved from the dangerous necessity of dependence upon the current market as a borrower of large sums upon its own securities, as collaterals, involving the risk of great loss from unforeseen pressures, and even of insolvency from combinations against its credit. The aggregate amount of these bonds issued and disposed of for this purpose, is \$760,500, at rates averaging from 64 to 70.

The general result to the company's credit from this permanent adjustment of its liabilities, effected as it has been under circumstances of almost unparalleled difficulty, has been to establish a fixed market demand for its securities as desirable investments, and sensibly to strengthen the demand for the stock also. The arrearages of annuity to the State which the company have been unable heretofore to touch since the war, accumulated from the first day of January, 1865, to the first day of July, 1868, inclusive, amounted to the sum of \$168,000; of which during the present year and up to the present time, \$126,000 has been satisfied by payments from the business income of the company.

The following statement is intended to represent a complete exhibit of the financial condition of the company at the close of the present fiscal year:

#### For Funded Debt:

|   |                       |
|---|-----------------------|
| Consolidated first mortgage bonds issued .....                        | \$1,706,500 00        |
| Guaranteed and other mortgage bonds convertible into same .....       | 251,700 00            |
| Bonds to Roanoke Valley Railroad not mortgaged .....                  | 160,800 00            |
| Annuity to State of Virginia of \$42,000, to run until 1887, 2d mort. |                       |
|   | <b>\$2,119,000 00</b> |

#### For Unfunded Liabilities:

|  |                       |
|--|-----------------------|
| Bills payable .....  | \$52,491 21           |
| Amount due for old dividends .....                               | 7,983 99              |
| Interest due on part of mortgage bonds uncalled for .....        | 56,621 22             |
| Balance due State of Virginia on account of unpaid annuity ..... | 56,778 79             |
|  | <b>173,870 21</b>     |
|  | <b>\$2,292,870 21</b> |

#### Less—

|  |                   |
|--|-------------------|
| Cash on hand Sept. 30, '68.                              | \$9,047 08        |
| Bills receivable .....                                   | 4,512 21          |
| Balance due from Piedmont Railroad Co. ....              | 186,263 01        |
| Balance due company on sundry accounts, per ledger ..... | 27,692 17         |
| Balance due from State of Virginia on subscription ..... | 11,401 50         |
|  | <b>238,915 97</b> |

Balance of debt to date. .... \$2,053,954 24

#### To which may be properly credited:

|   |                     |
|---|---------------------|
| The present value of 186 shares in the Richmond and Danville Railroad Company now held by the company ..... | \$3,860 00          |
| 14,885 shares of stock in Piedmont R. R. Co. ....   | 1,488,500 00        |
|   | <b>1,491,860 00</b> |
|   | <b>\$562,094 24</b> |

It will be observed, that notwithstanding the aggregate tonnage has increased 7,041 tons over

that of last year, the gross earnings from tonnage have decreased \$36,500.

This results from the reduction of the tariff of tolls that went into effect on the first of March, 1868. It will be remembered that at the meeting of stockholders in December, 1866, a committee was appointed to take into consideration the subject of tariff charges, and report to the next annual meeting.

This committee submitted their report at the meeting of December, 1867, urging a further reduction of rates, which was adopted. In compliance with this expression of the wishes of the stockholders, the general rates were in March last materially reduced, as far at least as was deemed by the Board compatible with the important interests of the company, and with reference as a paramount consideration, to maintaining the income of the company at a standard of self-support.

The results of the year show, that the concessions thus required to be made for the relief of the country, have been carried as far as a prudent regard for the safety and good management of the company and its credit will allow. The existing rates compare favorably in cheapness and uniformity with any that have prevailed on the road at any period, and with those which now prevail on any well managed line in the South.

The condition of the country on which your road is dependent for earnings, in common with other sections of the Southern States, is anomalous and difficult, and its business consequently variable in character and reduced in amount; indeed, altogether incapable at present of its ordinary maximum production.

It is hoped and expected, that this state of things is soon to be exchanged for one of restored confidence and renewed energy in all the departments of industry.

This necessarily brings with it the fruits of increased business and income to your road.

A review of the last three years shows a steady increase of the business of the company through each successive year, and this, notwithstanding the seasons have continued most unfavorable for the production of all the crops that largely make up your tonnage, except only tobacco; this alone has yielded something like its ordinary volume of business. The wheat tonnage has materially increased during the past year; of which however a large part has been drawn from Southwest Virginia and Tennessee, out of which this road receives only a short and cheap transportation.

The indications are, that with a return of the ordinary seasons, the wheat tonnage of the line will be heavily and permanently increased. During the past fall a much larger surface has been seeded in the country tributary to your road, and more attention bestowed on the character of the seed and other circumstances, which give promise of the usual profitable yield. From the enlarged district of country now drained by the line, extended as it is for fifty miles in the State of North Carolina, the wheat transported over this road to the city of Richmond should not be less than 500,000 bushels in a season of ordinary fruitfulness of this important cereal. In 1867, the entire wheat transportation was 53,338 bushels, and during the past year 163,735 bushels. It is hoped that this amount will be more than doubled in the business of the ensuing year.

The Piedmont road is continued to be operated under lease to this company, on the same terms and in the same manner as heretofore reported to and approved by the stockholders. No reason exists for the interruption or modification of this arrangement, and its continuance is therefore recommended. The business derived to the company through the connections of the Piedmont road has not as yet approximated the proportions and value which must ultimately be realized from it. The causes which have retarded it are being constantly removed, and, as far as practicable, through the co-operation of this Board. Success in developing these connections is of paramount importance to your interests in the future. When developed, their value to this road cannot well be

computed. Details of the prospects in this regard cannot be appropriately here given; but it is not doubted that, under the policy being pursued by the Piedmont Company, in connection with other lines South having a common interest with us, the day is not remote when the Piedmont line will yield an immense contribution as well to your tonnage as your travel.

Within a few weeks past the Richmond and York River Company have resumed active work in replacing their track between the White House and West point, with every prospect of ability to continue it to completion up to West Point, within a reasonably short period. With this prospect, the mutual interests of both companies require that a track connecting their respective depots shall be built. Under authority heretofore conferred by the stockholders, the Board of this company have agreed to construct such connecting track, with a view to continuous transportation over the two roads, both being now of corresponding gauge. Preliminary surveys have been made, and it is deemed the interest of this as well as of the York River Company, that this work shall be commenced at once. Its value and importance to us need not be at present further enforced.

In roadway, buildings and equipment, the entire line from Richmond to Greensboro' may now justly be said to be in a condition of thorough efficiency for service, and capacity for economical operation. What is now wanted is business—more tonnage and more travel. To secure this, an intelligent management will direct its best energies.

In respect of local and wayside business, there is every reason to expect that the supporting country will continue to afford an increase of contributions in a ratio greatly accelerated over that of the last two years. Industry of almost every kind is getting into better organized and more successful operation. Population and capital from adjacent and foreign States have commenced their long desired advent and settlement among us; and as the cloud of disordered politics passes away, the light of renewed confidence, free circulation of capital, and hopeful energetic enterprise reappears, with its invariable sequel of general prosperity and content.

In respect of foreign or through business, your line is entitled by position to a still more rapid growth. To develop it in its natural and legitimate proportions, no practicable effort has been spared during the last three years. Much has been accomplished towards ultimate success; but much yet remains to be done. The magnitude of the interests at stake should allow no remission of effort. The recent opening of the Columbia and Augusta road from Columbia, South Carolina, to Graniteville, a point on the South Carolina road, twelve miles east of Augusta, has already given you the short line by about 70 miles between Southern and Central Georgia, and adjacent localities, and Richmond, and the Northern cities. When so organized as to give this line a fair competition for the travel, this improvement must afford a valuable accession to your business.

But a still more important development to us is the Air Line road between Atlanta, Georgia and Charlotte, North Carolina. This work is rapidly assuming, in the public regard, its just proportions of a great inter-state enterprise of immense value and importance to great and vital interests, both local and general. These most reasonably look to its construction with increasing interest, as destined to afford, with its connections—of which your line is a leading part—a channel of communication unrivalled in directness, grades and climate: one by which, not only are the trade relations of the great commercial centres of the North with the interior and remote South to be placed under new and most beneficial forms, but also a great interior development to be effected, and a grand trunk thoroughfare organized for six hundred miles, through the heart of the Piedmont Atlantic slopes—a country the most desirable for reasonable thrift and social happiness

that the white man has yet found on this continent.

This important work it is expected will soon be in active progress, and in such relations to this company as to secure forever your impartial access to the immense business it is destined at some time in the future to contribute to its eastward connections.

In conclusion, the Board think the period of poverty and extreme peril to your corporate interests has passed, and the dawn of a permanent and increased prosperity arisen. They have labored diligently to hasten its advent, and expect to rejoice with you in its noontide beneficence.

The length of the Main Line between Richmond and Danville is 140.5 miles. Branch to coal yards at Rockett's 1.52 miles. Sidings and turnouts laid 11.25 miles. Total equivalent single track 153.27 miles. The length of the Piedmont Railroad (leased) from Danville, Va., to Greensboro', N. C., is 48.5 miles, or including sidings and turnouts (1.98 miles) 50.48 miles. Total length of main and branch line operated by company 190.62 miles. Total miles of iron, 203.75.

The company have 23 locomotives, 16 passenger, 6 baggage and mail, and 263 freight, etc., cars. Miles run with passenger trains, 138,898; with tonnage trains, 116,091; mileage on road service, 29,536—total, 284,520.

Total number of passengers carried, 85,662; do., carried one mile, 4,086,393. Average amount received per passenger per mile, 4.49 cents; average cost per passenger per mile, 3.28 cents. Aggregate miles run by all passenger, baggage and express cars, 639,969. Estimated weight of passenger trains, including passengers, etc., but exclusive of engine and tender, hauled one mile during the year, 9,595,212 tons. Earnings of do. per ton per mile, 2.188 cents; do., per mile run, \$1 50. Average expenses per mile run by passenger trains, 96.60 cents. Total earnings of passenger trains, \$210,024 65; expenses allotted to passenger transportation, \$134,171 93—net revenue from do., \$75,852 72.

Total number of tons of freight carried, 88,679; do., hauled one mile, 6,123,789. Average amount received per ton per mile, 6.05 cents; average cost per ton per mile, 3.60 cents. Aggregate miles run by all tonnage trains, 116,091. Estimated weight of tonnage trains, including freight, but exclusive of engine and tender, hauled one mile during the year, 17,765,987 tons. Earnings of do., per ton per mile, 2.04 cents; do., per mile run, \$3 12.68. Average cost per mile run by tonnage trains, \$1 90.15. Total earnings from tonnage, \$363,000 92; expenses allotted to freight for the year, \$220,757 76—net revenue from do., \$142,243 16.

Gross receipts per mile run by all trains, \$2 01.75; expenses, do., \$1 39.15—net earnings, 62.60 cents. Per cent. of expenses, including internal revenue tax on gross earnings, 61.8; per cent. of earnings, 38.2.

The receipts of the company from all sources, during the year (including \$9,172 85 from the previous year,) were \$922,460 12; and the disbursements, \$913,413 04—leaving a balance of \$9,047 08.

The following is a statement of receipts, disbursements and liabilities of the company from its organization, November 20, 1847, to September 30, 1868:

| RECEIPTS.  |                 |
|--|-----------------|
| Capital stock.....   | \$1,000,000 00  |
| Loan of the State of Virginia redeemable in about 34 years from April 3, 1853, to Sept. 30, 1854, by payment of annuity of 7 per cent. |                 |
| Bonds guaranteed by State of Va. due 1875 and 1878.....  | 600,000 00      |
| Bonds extended, due 1863.....  | 161,600 00      |
| Bonds 4th mort., registered, due '73.....  | 8,000 00        |
| Bonds 4th mort., coupons, due 1875.....  | 53,000 00       |
| Bonds for funding interest, due 1869 and 1876.....   | 15,000 00       |
| Bonds consolidated mortgage, coupons, due 1875 and 1890.....   | 14,100 00       |
| Bonds consolidated mortgage, registered, due 1875 and 1890.....  | 1,298,000 00    |
| Bonds for Roanoke Valley Railroad Company, due 1869 and 1876....   | 408,500 00      |
| Transportation to Sept. 30, 1867...  | 160,800 00      |
| Transportation for the year ending Sept. 30, 1868.....   | 7,838,794 66    |
| Liabilities:   |                 |
| Interest due on bonds...   | 574,020 39      |
| Interest due Board of Public Works as ann'ty.....  |                 |
| Dividends.....   | \$56,621 22     |
| Bills payable.....   | 56,773 79       |
| Sundry accounts.....   | 7,983 99        |
|  | 52,491 21       |
|  | 44,568 93       |
|  | 218,439 14      |
|  | \$15,350,254 19 |

| DISBURSEMENTS.  |                 |
|---|-----------------|
| Increase of capital stock.....                                  | \$2,000,000 00  |
| Cost of road and property to 1868.                              | 4,929,000 00    |
| Cost of transportat'n to Sept. 30, '67                          | 5,277,429 43    |
| Cost of transportation for the year ending Sept. 30, 1868, viz: |                 |
| Maintenance of roadway and real estate.....                     | \$118,985 75    |
| Maintenance of mach'y.....                                      | 50,137 70       |
| Operating expenses.....   | 174,954 10      |
| Insurance.....  | 6,123 68        |
| Internal revenue tax.....                                       | 6,099 32        |
| Interest.....   | 148,328 83      |
| Salary.....   | 17,750 10       |
| Lease of Piedmont R.R. 12 months.....                           | 45,000 00       |
| Discount on bonds sold.....                                     | 567,379 48      |
| Dividend account.....   | 230,127 63      |
| Fund for redemption of loan of \$600,000.....                   | 480,123 10      |
| Company's stock.....  | 86,908 65       |
| State of Virginia due on subscrip'tn.....                       | 7,301 00        |
| Piedmont Railroad Co. stock acc't.                              | 11,401 50       |
| Piedmont Railroad Co., balance due.....                         | 1,488,500 00    |
| Bills receivable.....   | 186,263 01      |
| Sundry accounts, per ledger.....                                | 4,512 21        |
| Cash in banks.....  | 72,261 10       |
|   | 9,047 08        |
|   | \$15,350,254 19 |

President.—A. S. BUFORD.

Directors on the part of the State.—W. T. Sutherland, A. Y. Stokes, Thos. Branch. Directors elected by Stockholders.—Wood Bouldin, J. R. Edmunds.

Superintendent.—THOMAS DODAMEAD.

Secretary and Auditor.—JOHN D. BLAIR.

Treasurer.—E. A. BARBER.

#### Eastern Railroad.

At the annual meeting of this company held in Boston on the 1st inst., the following gentlemen were elected directors for the ensuing year: Geo. M. Browne, Samuel Hooper, Nathaniel Thayer, Franklin Haven, and Benjamin E. Bates, of Boston; Wm. L. Dwight, of Portsmouth; and Henry L. Williams, of Salem. The annual report of the directors was accepted, and placed on file, and a resolution passed authorizing the directors "to issue bonds to an amount not exceeding \$1,000,000, in conformity with the statute, for the pur-

pose of providing means to meet the indebtedness of the company."

#### Supreme Court Decisions.

We give elsewhere the opinion of Mr. Justice Nelson in the case of the Northern Central Railway *vs.* Jackson. In this case the plaintiffs sought to exact from a non-resident alien holder of their stocks the five per cent. income tax imposed by the act of Congress, and a three mills tax authorized and imposed by the State of Pennsylvania, under an act of the Legislature consolidating a Pennsylvania corporation with a Maryland one. The Court held that the internal revenue act does not contemplate the payment of such a tax by non-resident foreign holders; and that the State of Pennsylvania did not have jurisdiction to impose the tax levied in this case, because the corporation was created under the laws of Maryland, and was therefore beyond her jurisdiction.

Mr. Justice Swaine delivered the opinion of the Court in the case of the Pacific Insurance Company *vs.* Frank Soule; on a certificate of division in opinion between the judges of the Circuit Court of the United States for the district of California. In this cause the Court held that it was the duty of the assistant assessors to reduce to their value in currency all returns made in coin, and that the person or the corporation making such return is liable to pay income tax on the amount thus rendered in currency, and that such income tax is not a direct tax, but a duty or excise, and as such obligatory and valid.

In the New York Bank cases, the opinion of the Court was delivered by Mr. Chief Justice Chase. In this cause the Court held that certificates of indebtedness and United States notes or greenbacks, are binding obligations of the Government, and are therefore "securities" in such a sense as exempt them from State taxation, thus reversing the decision of the Court of Appeals of the State of New York.

#### Railroad from St. Louis to Galveston.

The St. Louis *Republican* says that a proposition is on foot to give St. Louis a new southern railroad connection by building a railroad from St. James, near Rolla, on the southwest Pacific road, through Dent, Shannon, Texas and Howell Counties, in Missouri, thence by Cairo and Fulton Railroad survey, to Little Rock, Arkansas, and thence to Galveston. The authorities of the counties named have signified their willingness to make subscriptions of \$2,000 or \$3,000 per mile for the line in that State, and subscriptions are being circulated preparatory to organizing a company under the general railroad laws of the State. Such a road, even if it did not promise a through route to the Gulf, would still be of great importance to St. Louis in opening up a portion of the State, now without an outlet for its produce, as well as aiding the development of the iron deposits of Dent County, which are reported to be as rich as the famous ores of Iron Mountain and Pilot Knob. This new route will strike the Cairo and Fulton road near its northern terminus and follow it to Red River, whence it will branch off to Galveston; the prospective route of the Cairo and Fulton, which is but a link in the great International Pacific Railroad to San Blas on the Pacific coast, with a branch from the crossing of the Rio Grande to the city of Mexico.

**Imports of Dry Goods.**

The imports of foreign dry goods at New York for the month of January, were:

**ENTERED FOR CONSUMPTION.**

|                           | 1868.     | 1869.     |
|---------------------------|-----------|-----------|
| Manufactures of wool....  | \$578,888 | \$920,675 |
| " cotton....              | 645,633   | 1,310,812 |
| " silk.....               | 1,011,850 | 1,467,814 |
| " flax.....               | 496,704   | 859,166   |
| Miscellaneous dry goods.. | 482,027   | 508,366   |

Total entered for consump. \$3,160,052 \$5,066,833

**WITHDRAWN FROM WAREHOUSE.**

|                           | 1868.     | 1869.     |
|---------------------------|-----------|-----------|
| Manufactures of wool....  | \$485,651 | \$599,617 |
| " cotton....              | 387,824   | 361,290   |
| " silk.....               | 180,473   | 289,208   |
| " flax.....               | 438,948   | 580,131   |
| Miscellaneous dry goods.. | 112,078   | 107,028   |

Total withdrawn from warehouse \$1,604,974 \$1,937,274

Add entered for consump. 3,160,052 5,066,833

Tot. thrown on the market. \$4,765,026 \$7,004,107

**ENTERED FOR WAREHOUSING.**

|                           | 1868.     | 1869.     |
|---------------------------|-----------|-----------|
| Manufactures of wool....  | \$742,515 | \$897,950 |
| " cotton....              | 474,220   | 475,672   |
| " silk.....               | 285,623   | 487,172   |
| " flax.....               | 321,216   | 621,718   |
| Miscellaneous dry goods.. | 135,733   | 111,670   |

Total entered for wareh'g. \$1,959,307 \$2,594,182

Total entered for consump. 3,160,052 5,066,833

Total entered at the port. \$5,119,359 \$7,661,015

The imports of foreign dry goods at New York for seven months from January 1st, were:

**ENTERED FOR CONSUMPTION.**

|                          | 1868.       | 1869.       |
|--------------------------|-------------|-------------|
| Manufactures of wool.... | \$9,195,939 | \$9,590,551 |
| " cotton....             | 4,578,045   | 5,942,329   |
| " silk.....              | 8,357,742   | 10,968,290  |
| " flax.....              | 3,920,755   | 5,123,781   |
| Miscellaneous dry goods. | 3,258,096   | 2,335,453   |

Tot. entered for consump. \$29,310,577 \$34,960,404

**WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.**

|                          | 1868.       | 1869.       |
|--------------------------|-------------|-------------|
| Manufactures of wool.... | \$7,191,569 | \$7,256,930 |
| " cotton....             | 1,774,648   | 1,381,304   |
| " silk.....              | 2,757,381   | 2,301,345   |
| " flax.....              | 2,699,641   | 2,390,460   |
| Miscellaneous dry goods. | 830,986     | 592,401     |

Total withdrawn from warehouse \$15,982,225 \$13,922,440

Add entered for consump. 29,310,577 34,960,404

Total thrown on the market. \$45,292,802 \$48,882,844

**ENTERED FOR WAREHOUSING.**

|                          | 1868.       | 1869.       |
|--------------------------|-------------|-------------|
| Manufactures of wool.... | \$7,191,547 | \$7,100,819 |
| " cotton....             | 1,916,246   | 2,046,393   |
| " silk.....              | 2,410,205   | 2,855,613   |
| " flax.....              | 2,559,792   | 3,019,322   |
| Miscellaneous dry goods. | 725,350     | 694,474     |

Total entered warehouse. \$15,173,140 \$15,716,621

Add entered for consump. 29,310,577 34,960,404

Total entered at the port. \$44,483,717 \$50,677,025

Imports of foreign dry goods at New York for the month of January.

| Year.      | Involved value. |
|------------|-----------------|
| 1864 ..... | \$8,184,314     |
| 1865 ..... | 2,350,635       |
| 1866 ..... | 15,769,091      |
| 1867 ..... | 11,928,872      |
| 1868 ..... | 5,119,859       |
| 1869 ..... | 7,661,015       |

**Tea Trade of the United States.**

The following statement of the Tea Trade of the United States for 1868, is from the *N. Y. Shipping List*:

|   | Pounds Greens. | Pounds Japans. |
|---|----------------|----------------|
| Stock in bond, Jan. 1, 1868.  | 3,383,012      | 1,756,156      |
| Direct importations from China and Japan, including receipts via San Francisco from Jan. 1, 1868, to Jan. 1, 1869. .... | 14,341,011     | 7,211,286      |
| Indirect importations (chiefly from England & Canada), same period .....  | 1,858,151      | 294,506        |

Total supply for 1868. 19,582,174 9,261,948

Withdrawn from bond for consumption from Jan. 1, 1868, to Jan. 1, 1869. .... 15,297,527 6,805,335

Leaving. .... 4,284,647 2,456,613

Withdrawn for export and inland transportation in bond, same period. .... 1,123,784 356,064

Leaving stock in bond, Jan. 1, 1869. .... 3,160,863 2,100,594

Total supply 1867. .... 19,026,466 6,731,497

Withdrawn from bond, for consumption in 1867. .... 14,023,130 6,800,254

Withdrawn for export and inland transportation, in bond, in 1867. .... 1,620,324 1,175,227

Stock in bond, Jan. 1, 1868. 3,820,381 8,959,209

Direct importations from China and Japan, including receipts via San Francisco, from Jan. 1, 1868 to Jan. 1, 1869. .... 12,544,938 34,975,575

Indirect importation (chiefly from England & Canada) same period. .... 575,051 2,727,708

Total supply for 1868. 16,940,370 45,724,492

Withdrawn from bond for consumption from January 1, 1868, to Jan. 1, 1869. .... 11,245,272 33,248,134

Leaving. .... 5,695,098 12,436,358

Withdrawn for export and inland transportation in bond, same period. .... 704,140 1,183,988

Leaving stock in bond, Jan. 1, 1869. .... 4,990,958 10,252,379

Total supply in 1867. .... 17,052,619 45,810,472

Withdrawn from bond, for consumption to 1867. .... 12,790,360 33,619,744

Withdrawn for export and inland transportation, in bond, in 1867. .... 435,778 3,231,529

**The Guaymas Railroad.**

The American and Mexican Railway Company has had its concession renewed by the Mexican government. The bill was signed by the President on the 13th of January. This concession was revoked by President Juarez in 1866 under plea of non-fulfillment of terms on the part of the company. It was proven, however, before the Mexican Congress that the terms were fulfilled, and therefore the company is restored to its old footing. The route is two-thirds surveyed, and will run from Guaymas to Presidio del Norte, on the Texas frontier, making with any road that connects with it from the east, a shorter line to the Pacific by 400 miles than that to San Francisco.

**Exports of San Francisco.**

The exports of merchandise from San Francisco to domestic, Atlantic and foreign ports, during the year 1868, amounted to \$22,844,235, making a total since January 1, 1848, of \$165,369,926.

The exports of treasure for the past year amounted to \$36,358,096, making a total since January 1, 1848, of \$897,968,267. Adding merchandise and treasure, the exports for the 21 years ending December 31, 1868, reach the enormous aggregate of \$1,063,338,193. The details for each year have been as follows:

|                      | Merchandise. | Treasure.    | Total.        |
|----------------------|--------------|--------------|---------------|
| 1848-50* \$2,000,000 | \$66,000,000 | \$68,000,000 | \$134,000,000 |
| 1851 ... 1,000,000   | 45,989,000   | 46,989,000   | 92,978,000    |
| 1852 ... 1,500,000   | 45,779,000   | 47,279,000   | 93,058,000    |
| 1853 ... 2,000,000   | 54,965,000   | 56,965,000   | 111,930,000   |
| 1854 ... 2,500,000   | 52,045,633   | 54,545,633   | 106,591,266   |
| 1855 ... 4,189,611   | 45,161,781   | 49,351,342   | 94,513,123    |
| 1856 ... 4,270,516   | 50,697,434   | 54,967,950   | 105,665,384   |
| 1857 ... 4,369,758   | 48,976,692   | 53,346,450   | 102,323,142   |
| 1858 ... 4,770,163   | 47,548,026   | 52,318,189   | 100,866,215   |
| 1859 ... 5,533,411   | 47,640,462   | 53,173,873   | 100,814,346   |
| 1860 ... 8,532,439   | 42,325,816   | 50,858,355   | 93,184,191    |
| 1861 ... 9,888,072   | 40,676,758   | 50,564,830   | 91,243,660    |
| 1862 ... 10,565,294  | 42,561,766   | 53,127,055   | 95,653,115    |
| 1863 ... 13,877,399  | 46,071,920   | 59,949,319   | 119,898,638   |
| 1864 ... 13,371,752  | 55,707,201†  | 68,978,953   | 124,686,704   |
| 1865 ... 14,554,130  | 44,426,172   | 58,980,302   | 117,960,404   |
| 1866 ... 17,281,848  | 44,365,668   | 61,640,516   | 123,288,032   |
| 1867 ... 22,421,298  | 40,671,797   | 58,093,095   | 121,286,190   |
| 1868 ... 22,844,235  | 36,358,096   | 59,202,331   | 118,404,662   |

Totals. \$165,369,926 \$897,968,267 \$1,063,338,193

\* Estimated. † Including \$5,000,000 duties on imports on Government account.

**Imports of General Merchandise.**

The following is a comparative statement of the imports of a few leading articles of general merchandise, other than Dry Goods, at New York, from foreign ports for the years:

|                               | 1867.      | 1868.       |
|-------------------------------|------------|-------------|
| Books .....                   | \$929,167  | \$1,111,115 |
| Buttons .....                 | 1,557,005  | 1,590,313   |
| Cheese .....                  | 218,489    | 233,018     |
| China ware .....              | 656,717    | 571,470     |
| Cigars .....                  | 493,350    | 669,262     |
| Coal .....                    | 567,699    | 369,195     |
| Coffee .....                  | 14,433,119 | 15,925,976  |
| Cotton .....                  | 76,865     | 113,521     |
| Earthenware .....             | 2,230,305  | 1,820,819   |
| Furs .....                    | 2,251,629  | 2,525,090   |
| Glass plate .....             | 944,289    | 947,306     |
| India rubber .....            | 2,400,349  | 1,902,691   |
| Indigo .....                  | 487,979    | 834,596     |
| Leather and dried skins ..... | 4,493,680  | 4,034,447   |
| Undressed do. ....            | 9,132,298  | 8,052,681   |
| Brandy .....                  | 350,512    | 452,081     |
| Whiskey .....                 | 50,515     | 98,196      |
| Copper .....                  | 54,144     | 43,382      |
| Iron, bars .....              | 2,436,417  | 2,558,712   |
| Iron, pig .....               | 1,024,128  | 501,704     |
| Iron, Railroad .....          | 2,149,685  | 4,094,569   |
| Iron, sheet .....             | 634,467    | 350,443     |
| Lead .....                    | 2,217,311  | 2,286,218   |
| Spelter .....                 | 175,322    | 338,146     |
| Steel .....                   | 3,248,602  | 3,382,146   |
| Tin and tin plates .....      | 5,794,094  | 6,023,759   |
| Zinc .....                    | 206,146    | 187,511     |
| Molasses .....                | 3,936,006  | 5,090,436   |
| Rags .....                    | 1,354,432  | 1,403,510   |
| Salt .....                    | 429,055    | 422,942     |
| Saltpetre .....               | 79,451     | 113,236     |
| Sugar .....                   | 18,845,192 | 26,969,044  |
| Tea .....                     | 10,507,346 | 10,683,755  |
| Watches .....                 | 1,990,369  | 1,904,272   |
| Wines .....                   | 2,468,466  | 1,303,160   |
| Wool and waste .....          | 3,421,784  | 2,005,403   |

Rutland, Vt., has subscribed \$400,000 to the capital stock of the Woodstock Railroad Company.

**Lease of the Columbus, Chicago and Indiana Central Railway.**

This road has been leased in perpetuity to the Pan Handle Company and the Pennsylvania Railroad Company jointly. The terms are understood to be as follows: The lessees are to keep the Road in first class condition, and furnish all the equipment which may be required, without charge to the lessors. All through traffic is to be prorated over the Roads of the three companies; all taxes are to be first paid out of the gross earnings, and the balance of the gross earnings is to be divided, thirty per cent. to the Columbus, Chicago and Indiana Central Railroad Company, and seventy per cent. to the lessees, and the lessees guarantee that the minimum sum produced by the thirty per cent., each and every year, shall be not less than the interest on the entire bonded debt of the Columbus, Chicago, and Indiana Central Company—if in any one year it should be insufficient for that purpose, the lessees are to make up the deficiency without charge to the lessors. The lessees are also to provide for the sinking fund of the Columbus, Chicago and Indiana Central Company for the redemption of its bonds out of their own funds. All existing contracts of the Columbus, Chicago and Indiana Central Company, are assumed and guaranteed by the lessees, and the lease precludes any contract for a division of earnings between the Pittsburg, Fort Wayne and Chicago and Pan Handle Companies without the consent of the Columbus, Chicago and Indiana Central Company.

**Lease of the Atlantic and Great Western Railway.**

This indenture, made this 7th day of December, 1868, between the Atlantic and Great Western Railway Company, party of the first part, and the Erie Railway Company, party of the second part:

Witnesseth, That for the period of twelve years from this date, the party of the first part hath leased and rented, and by these presents doth demise, lease, and let unto the party of the second part, its successors and assigns, the railroad of the party of the first part, and all the land of the party of the first part, from and including Salamanca, in the State of New York, to and including the terminus at Dayton, in the State of Ohio, and at all points in any State or States between the termini of said railroad and all branches or leased lines of railroad which now are or may hereafter be in operation, including all equipment and property of every name and kind belonging to or in anywise appertaining unto said railroad and branches.

And also so much of the franchise and privileges of the party of the first part as may be necessary, or as are usually exercised in and about the operation of a railroad, or may be necessary for the construction, repair and improvement or for the operation of such railroad, or any extension of the same, or any branch or branches thereof, and to collect, demand, and receive tolls and emoluments thereof during said term; and all such franchises as are usually exercised by railroad companies in protecting and securing to itself the full use and enjoyment of such railroad either in the States of New York, Pennsylvania or Ohio.

The party of the first part reserves to itself the franchises of being a corporation and of keeping up its organization, and the right to defend and maintain suits, and to take all requisite steps for the protection of its rights as a corporation, and of its shareholders.

Said party of the second part paying, or causing to be paid, as and for rent of the aforesaid railroad property and premises, thirty per cent. of the gross earnings of said line and branches, as now, or hereafter in operation, and as hereby de-

mised, such payments to be made quarterly on the 15th days of April, July, October and January, at the office of the party of the second part in the City of New York.

And the party of the second part agrees that it will use all reasonable efforts to develop and increase thereby both the local and through business of the said demised railroad and branches.

And whereas, by a decree or order of the court of Common Pleas, in the County of Trumbull and State of Ohio, made in November, 1868, in the case of Samuel Gurney and others, against the Atlantic and Great Western Railway Company and others, the same decree or order in the same action being also made by the Supreme Court at Special Term of the State of New York, held at Buffalo on the 22d day of October, 1868; the same decree having also been made in the State of Pennsylvania; by which said orders and decrees it is provided that the debts of the Receiver in said action, as per schedule hereto annexed, must be paid before a delivery of the said railroad and its property can be made by said Receiver over unto the officers of the said Atlantic and Great Western Railway Company; and whereas the party of the second part has advanced and paid, said moneys as provided in said decree:

Now, therefore, the said party of the second part is, by these presents, placed in the stead of the said receiver, with the same rights to protect itself for the moneys thus advanced to pay the said receiver's debts, as the said receiver now has or could have, with all the rights, privileges and privities of the said receiver, to secure the said debts now paid by the party of the second part; and the said party of the second part hereby has a prior right, and a mortgage lien upon the said demised property and franchises of the party of the first part, to secure the party of the second part for the cash advance above mentioned.

Provided always, that if the rent above reserved, or any part thereof, shall remain unpaid for sixty days after any day of payment when the same ought to be paid as herein agreed, then and from thenceforth it shall be lawful for the parties of the first part, their successors and assigns, having first repaid the moneys advanced by the said Erie Railway Company as above specified into and upon the said demised premises and property of every kind, and every part thereof, absolutely to reenter and remove all persons therefrom, and the same to have again, repossess and enjoy as in their former state; anything herein contained to the contrary notwithstanding.

And thereupon this indenture, and all the provisions herein contained and the estate herein created, are by these declared to be and the same shall be henceforth forfeited, and shall cease and determine, except so far as to enable the parties of the first part to collect the rent due or unpaid up to the time this indenture is so forfeited and determined; and also any damages the said party of the first part may sustain by reason of the failure of the party of the second part to perform this lease or any of its covenants; and the said parties of the first part may thereupon forthwith actually reenter and take and keep actual possession of the said demised premises and property, and each and every part thereof, without delay or legal process.

The said parties of the second part, and their successors, agree to pay, bear and discharge all taxes and assessments of every name and kind which may be lawfully levied, assessed, or imposed on said demised premises and property, or on the use or occupation thereof, or on the income the party of the second part may receive or derive therefrom, and have the parties of the first part harmless therefrom, and the demised premises and property from sale or forfeiture for the nonpayment thereof. The said second part will hereafter, at their own expense, maintain and keep in operating condition the said railroad, and everything therewith connected or which property belongs to the said railroad of the party of the first part, using the same in a legal and proper manner, and doing all the acts for the preservation of the franchises, rights, property, and interest of the said

Atlantic and Great Western Railway which good faith, fair dealing, and the laws require.

And the said parties of the second part, their successors and assigns, hereby agree, that at the expiration or other sooner determination of the term hereby granted, they will surrender said railway with all the depots, stations, shops, grounds, buildings, structures, appurtenances, engines, machinery, equipments, and all other property hereby demised to them under and by virtue of this indenture, in as good state and condition as when they received the same; but the party of the second part is not bound to surrender or return any property to which the title of the party of the first part may have terminated, unless said title shall have been again invested in the party of the first part at its own expense.

And it is mutually agreed by the parties hereto, that if any difference of opinion shall arise as to the true intent and meaning of this contract, or as to any difference which may arise under it in any manner legitimately connected herewith, that all such questions, disputes, and differences shall be referred to three arbitrators, one to be chosen by the party of the first part, one by the party of the second part, and a third by the two chosen as aforesaid, and the decision of a majority of said arbitrators, given in writing and signed by two of the said arbitrators, shall be binding and final upon the parties hereto.

Possession of the demised premises is to be delivered to the party of the second part on the final execution of this agreement.

In witness whereof the parties hereto have caused their corporate seals to be affixed, the day and year first above written, and the signatures of their Presidents and Secretaries to be hereto signed.

(Signed) HENRY G. STEBBINS,  
President of the Atlantic and Great Western  
Railway Company.

(Attest)—W. ARCHDALL O'DOHERTY, Secretary.  
JAY GOULD,  
President of the Erie Railway Company.  
(Attest)—H. N. OTIS, Secretary.

**Columbus and Xenia Railroad.**

The Cincinnati Commercial states that the Columbus and Xenia Railroad has been leased to the Little Miami Railroad, and this lease has been confirmed by the stockholders of the former. These roads have heretofore had a close running arrangement, with two Boards of officers and directors. Hereafter they will be operated as one road. It is generally understood, however, that this step is preliminary to a lease of the entire road—from Cincinnati to Columbus—to the Pan Handle Company, which is owned by the Pennsylvania Railroad Company.

The Susquehanna Canal Company have sold to the Columbia and Port Deposit Railroad Company the old canal property along the east side of the river, extending northward from Port Deposit some ten miles to Bald Friar Ferry. Price \$13,000.

The Williamsport Standard says that the Pennsylvania Railroad Company, having previously purchased the West Branch Canal, has recently bought the line up to the North Branch, and purpose deepening it, and otherwise increasing its capacity for business.

A proposition to build a railroad from Carlisle in Nicholas Co., Ky., by way of Cynthiana and Georgetown, to Frankfort, is being agitated in all those places.

Work has been commenced on the Passaic and Peapack Railroad at Bernardsville, Somerset Co., New Jersey.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads.   | Stock out-standing. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Last Dividend Payable. |
|-----------------------------------|---------------------|-------------------|------------------------|-------------------------------------|---------------------|-------------------|------------------------|-----------------------------------|---------------------|-------------------|------------------------|
| Albany & Susquehanna...100        | \$1,774,824         |                   |                        | Hartford and New Haven...100        | 3,300,000           | J. A. J. & O.     | Jan. '69 8             | Portl. Saco & Portsmouth*...100   | \$1,500,000         | J. & D.           | Dec. '68 2             |
| Allegheny Valley...50             | 2,000,000           |                   |                        | Hannibal and St. Joseph...100       | 1,900,000           |                   |                        | Providence & Worcester...100      | 1,800,000           | J. & J.           | Jan. '69 4             |
| Atlanta and West Point...100      | 1,232,200           | J. & J.           | Jan. '68 34            | do do pref.100                      | 5,233,830           |                   |                        | Raleigh and Gaston...100          | 2,000,000           | A. & O.           | Oct. '68 34            |
| Atlantic & N. Carolina...100      | 5,445,225           |                   |                        | Hanover Branch, Pa...50             | 116,850             | M. & N.           | Nov. '68 5             | Rensselaer and Saratoga...100     | 2,400,000           |                   |                        |
| Atlantic & Gt. Western...50       | 26,879,928          |                   |                        | Housatonic...100                    | 820,000             |                   |                        | Richmond and Danville...100       | 2,000,000           |                   |                        |
| do " pref. 50                     | 1,919,000           |                   |                        | do " pref. 100                      | 1,180,000           | J. & J.           | Jan. '68 4             | Richmond and Petersburg...100     | 847,100             |                   |                        |
| Atlantic & St. Lawrence*...100    | 2,494,900           | J. & J.           | Jul. '68 2             | Hudson River...100                  | 13,937,100          | A. & O.           | Oct. '68 4             | Rich. Fred. and Potomac...100     | 1,041,800           |                   |                        |
| Augusta and Savannah...100        | 733,700             | J. & J.           | Jan. '69 34            | Huntingdon & B'd Top...50           | 494,330             |                   |                        | Rockport...100                    | 88,460              |                   | Nov. '67 2             |
| Baltimore and Ohio...160          | 16,187,962          | A. & O.           | Oct. '68 4             | do " pref. 50                       | 190,750             | J. & J.           | Jan. '68 34            | Rome, Watert. and O'g'n...100     | 2,400,000           | J. & J.           | Jan. '69 5             |
| do Washington Br...100            | 1,960,000           | A. & O.           | Oct. '68 4             | Illinois Central...100              | 23,415,780          | F. & A.           | Feb. '69 5             | Rutland preferred...100           | 100,000             | F. & A.           | Aug. '68 34            |
| Baltimore City Passenger...100    | 670,000             | J. & J.           | Jan. '69 8             | Indianapolis, Cin. & Lafayette...50 | 6,185,897           | M. & S.           | Sep. '67 4             | St. L. Alt. and T. Hante...100    | 2,300,000           |                   |                        |
| Bay de Noquet & Marq...100        | 1,250,000           | A. & O.           | Apr. '68 3             | Jefferson, Mad. & Ind...100         | 2,000,000           | J. & J.           | Jan. '68 5             | do " pref. 100                    | 2,400,000           | Annual            | May '68 7              |
| Belleville Line...100             | 4,420,000           | F. & A.           | Feb. '68 34            | Joliet and Chicago*...100           | 1,500,000           | J. A. J. & O.     | Oct. '68 14            | St. L. Jack'nv. and Chic'o...100  | 1,469,429           |                   |                        |
| Belvidere Delaware...100          | 996,250             |                   |                        | Joliet & North. Indiana*...100      | 300,000             | J. & J.           | July '68 4             | Sandusky and Cincinnati...100     | 2,088,000           |                   |                        |
| Berkshire...100                   | 600,000             | J. A. J. & O.     | Jan. '69 14            | Lackawanna & Bloomsb...50           | 1,325,000           |                   |                        | do " pref. 100                    | 445,596             | M. & N.           | Nov. '68 3             |
| Blossburg & Corning...50          | 250,000             | J. & D.           | Dec. '68 24            | Leeds and Farmington*...50          | 1,180,000           |                   |                        | Sand, Mansf. and Newark...100     | 901,241             |                   |                        |
| Boston and Albany...100           | 13,725,100          | J. & J.           | Jan. '69 5             | Lehigh and Mahanoy...50             | 2,168,566           | J. & J.           | Jan. '67 6             | Savannah and Charleston...100     | 1,000,000           |                   |                        |
| Boston and Chelsea...100          | 110,000             | A. & O.           | Oct. '68 4             | Lehigh and Susquehanna...50         | 8,739,800           | M. & N.           | May '67 5              | Schuylkill and Susqueh'a...50     | 1,269,150           |                   |                        |
| Boston, Concord & Mont...100      | 469,900             |                   |                        | Lehigh Valley...100                 | 10,781,400          | J. A. J. & O.     | Jan. '69 24            | Second and Third St. (Ph.)...50   | 203,757             | J. & J.           | Jan. '69 3             |
| do do pref. 100                   | 1,340,400           | M. & N.           | Nov. '68 3             | Lehigh Luzerne...50                 | 344,650             | J. & J.           | Jan. '69 4             | Schuylkill Valley*...50           | 576,050             | J. & J.           | Jan. '69 24            |
| Boston and Lowell...100           | 1,691,500           | J. & D.           | Dec. '68 4             | Lexington & Frankfort...100         | 614,646             | J. & J.           | Jan. '69 3             | Seaboard and Roanoke...100        | 868,200             |                   |                        |
| Boston and Maine...100            | 4,076,974           | J. & J.           | Jan. '69 5             | Little Miami...50                   | 3,572,400           | J. & D.           | Dec. '67 4             | Second Avenue (N. Y.)...100       | 670,000             | A. & O.           | Oct. '66               |
| Boston and Providence...100       | 3,300,000           | J. & J.           | Jan. '69 4             | L. M. & C. and X. (Joint)...100     | 1,904,397           | J. & D.           | Jun. '68 3             | Shamokin V. and Pottav.*...50     | 869,450             | F. & A.           | Feb. '69 3             |
| Broadway (Boston)...50            | 325,000             | J. A. J. & O.     | Jan. '69 2             | Little Schuylkill*...50             | 1,904,397           | J. & J.           | Jan. '69 44            | Shore Line...100                  | 682,500             | J. & J.           | Jan. '69 3             |
| Broadway & 7th Av. (N. Y.)...100  | 2,100,000           | F. & A.           | Jul. '67 5             | Lomb. and South St. (Ph.)...25      | 90,000              |                   |                        | Sixth Avenue (N. Y.)...100        | 750,000             |                   | Nov. '67 5             |
| Brooklyn City...100               | 1,000,000           | J. & J.           | Aug. '68 34            | Long Island...50                    | 3,000,000           | F. M. A. N.       | Aug. '66 2             | Somerville...100                  | 75,000              | M. & N.           | Nov. '68 3             |
| Brooklyn City & Newt'n...100      | 399,800             |                   |                        | Long Branch & Sea Shore...50        | 95,194              |                   | Nov. '67 10            | South Carolina...100              | 5,819,275           |                   |                        |
| Buffalo, Bradford & Pitts...100   | 1,100,000           |                   |                        | Louisv. Cin. and Lex. pr.100        | 211,122             | J. & J.           | Jan. '69 44            | South Shore...100                 | 259,685             |                   | Jul. '68 3             |
| Buff. New York & Erie*...100      | 980,000             | M. & N.           | N. '68 34              | Louisville and Frankfort...50       | 1,109,594           | J. & J.           | Jan. '69 3             | South Western, Georgia...100      | 3,203,400           | F. & A.           | Aug. '68 4             |
| Buffalo and Erie...100            | 5,000,000           | F. & A.           | Feb. '69 4             | Louisville and Nashville...100      | 7,869,186           | F. & A.           | Feb. '69 4             | Staten Island...100               | 600,000             | J. & J.           | Jul. '67 4             |
| Cambridge Horse (Boston)*...100   | 777,900             | A. & O.           | Oct. '68 44            | Louisv. N. Alb. & Chicago...100     | 2,800,000           |                   |                        | Stony Brook...100                 | 237,300             | M. & N.           | May '68 24             |
| Camden and Amboy...100            | 7,921,412           | F. & A.           | Feb. '69 5             | Lowell and Lawrence...100           | 200,000             | A. & O.           | Oct. '68 3             | Stevensville and Indiana...100    | 1,983,141           |                   |                        |
| Camden and Atlantic pref. 50      | 600,000             |                   |                        | Macon and Western...100             | 1,500,000           |                   | Dec. '68 6             | Stockbridge & Pittsfield*...100   | 443,700             |                   |                        |
| Camden & Burlington Co.100        | 331,000             |                   |                        | Mahanoy & B'd Mount*...50           | 1,676,915           |                   |                        | Summit Branch...50                | 250,000             | J. & J.           | Jan. '69 5             |
| Cape Cod Branch...50              | 721,928             | J. & J.           | Jan. '69 34            | Maine Central...100                 | 1,000,800           |                   |                        | Syr. Bingham. and N. Y.100        | 1,314,130           |                   |                        |
| Cape May and Millville...100      | 447,000             | J. & D.           | Dec. '68 3             | Manchester & Lawrence...100         | 1,000,000           | M. & N.           | Nov. '68 5             | Taunton Branch...100              | 250,000             | J. & J.           | Jan. '69 4             |
| Catawissa...50                    | 1,150,000           |                   |                        | Marietta & Cincinnati...50          | 3,618,374           |                   |                        | Tennessee and Alabama...100       | 595,924             |                   |                        |
| Catawissa pref. 50                | 2,200,000           | M. & N.           | Nov. '68 3             | do " 1st pref. 50                   | 6,586,135           | M. & S.           | Sep. '66 3             | Terre Haute and Indiana...50      | 1,683,150           | J. & J.           | Jan. '69 6             |
| Cayuga & Susquehanna*...50        | 682,110             |                   |                        | do " 2d pref. 50                    | 4,061,744           | M. & S.           | Sep. '66 3             | Third Avenue (N. Y.)...100        | 1,750,000           |                   |                        |
| Central of Georgia...100          | 4,686,300           | J. & J.           | Jul. '68 7             | Memphis and Charleston...100        | 5,121,725           | M. & S.           | Mar. '68 3             | Thirteenth and Fy. (Ph.)...50     | 1,700,000           | J. & J.           | Jan. '68 1             |
| Central of New Jersey...100       | 13,768,000          | J. A. J. & O.     | Jan. '69 24            | Memphis and Ohio...100              | 670,000             |                   |                        | Tol. Peoria and Warsaw...100      | 2,700,000           |                   |                        |
| Central Ohio...100                | 2,600,000           | J. & D.           | Dec. '68 3             | Metropolitan (Boston)...100         | 1,250,000           | J. & J.           | Jan. '69 5             | do " (E. D.) pref. 100            | 1,700,000           |                   |                        |
| do do pref. 100                   | 400,000             | J. & D.           | Dec. '68 3             | Michigan Central...100              | 10,477,368          | J. & J.           | Jan. '69 5             | do " (W. D.) pref. 100            | 1,300,000           |                   |                        |
| Gen. Park. N. & E. River...100    | 970,000             |                   |                        | Mich. So. & North. Ind...100        | 10,059,400          | F. & A.           | Feb. '69 4             | Tol. Wabash and West...100        | 5,700,000           |                   |                        |
| Chemung...100                     | 380,000             |                   |                        | do " guaranteed...100               | 588,500             | F. & A.           | Feb. '69 5             | do " pref. 100                    | 1,000,000           | M. & N.           | May '68 34             |
| Chesbire, preferred...100         | 2,017,325           | Annual            | Jan. '69 4             | Middlesex (Boston)...100            | 400,000             |                   |                        | Troy and Boston...100             | 607,111             |                   |                        |
| Chicago and Alton...100           | 3,886,943           | M. & S.           | Sep. '68 5             | Mill Creek and Minehill*...50       | 323,375             | J. & J.           | Jan. '69 6             | Troy and Greenbush*...100         | 274,400             | J. & D.           | Jun. '67 34            |
| do " pref. 100                    | 2,425,576           | M. & S.           | Sep. '68 5             | Millville and Glassboro*...100      | 405,020             | F. & A.           | Aug. '67 6             | Union Transport'n (Bos.)...100    | 200,000             |                   |                        |
| Chicago, Burl. & Quincy...50      | 12,500,000          |                   |                        | Milw. & Prairie du Chien...100      | 2,956,081           |                   |                        | Union (Phila.)...50               | 291,475             | J. & J.           | Jan. '69 3             |
| Chicago, Iowa & Nebras*...100     | 2,900,000           |                   |                        | do " 1st pref. 100                  | 3,214,250           | Annual            | Feb. '68 8             | Utica and Black River...100       | 834,400             | J. & J.           | Jul. '68 4             |
| Chicago and Milwaukee*...100      | 2,237,000           |                   |                        | do " 2d pref. 100                   | 1,014,000           | Annual            | Feb. '68 7             | Vermont and Canada*...100         | 2,500,000           | J. & D.           | Dec. '68 4             |
| Chicago & N. Western...100        | 14,566,676          | J. & D.           | Dec. '68 5             | Milw. & St. Paul...100              | 4,056,883           | J. & J.           | Jan. '69 14            | Vermont Central...100             | 5,000,000           |                   |                        |
| do " pref. 100                    | 16,355,287          | J. & D.           | Dec. '68 5             | do " pref. 100                      | 8,050,892           | J. & J.           | Do. 74 10              | Vermont and Massachusetts...100   | 2,500,000           | J. & J.           | Jan. '69 2             |
| Chicago, R. I. & Pacific...100    | 14,000,000          | Sept.             | Sep. '68 5             | M. Hill & Schuylk. Haven...50       | 3,775,000           | J. & J.           | Jan. '69 4             | Vicksburg and Meridian...100      | 357,405             |                   |                        |
| Cin. Ham. & Dayton...100          | 3,521,664           | Sept.             | Sep. '68 5             | Mobile and Ohio...100               | 3,762,400           |                   |                        | Virginia Central...100            | 3,353,679           |                   |                        |
| Cincinnati City Passenger...100   | 3,521,664           | Jn. & Jy.         | Jan. '68 2             | Montgomery & W. Point...100         | 1,644,104           | J. & D.           | Dec. '67 4             | Virginia and Tennessee...100      | 3,497,791           |                   |                        |
| do " Street...50                  | 1,676,346           | J. & J.           | Jan. '68 2             | Morris and Essex...50               | 3,616,350           |                   | Dec. '68 7             | Western Union...100               | 2,707,693           |                   |                        |
| Cincinnati and Zanesville...50    | 1,676,346           |                   |                        | Mt. Carbon & Pt. Carbon*...50       | 282,350             | J. & J.           | Jan. '69 6             | West Jersey...100                 | 804,150             |                   | Feb. '69 5             |
| Citizens' Passenger (Phila.)...50 | 192,750             | J. & J.           | Jan. '69 7             | Nashua and Lowell...100             | 720,000             | M. & N.           | Nov. '68 5             | West Philadelphia...50            | 249,100             | J. & J.           | Jan. '69 5             |
| Clay, Cin. & Ind...100            | 10,450,000          | F. & A.           | Feb. '69 34            | Nashville & Chattanooga...100       | 2,056,544           |                   |                        | Wilm. and Weldon...100            | 1,463,775           |                   |                        |
| Cleveland & Mahoning*...50        | 2,056,400           | M. & N.           | N. '68 34              | Naugatuck...100                     | 1,436,500           | F. & A.           | Feb. '69 5             | Winchester and Potomac...100      | 1,547,650           | J. & J.           | Jan. '69 3             |
| Cleveland & Ashland...100         | 8,750,000           | J. & J.           | Jan. '69 44            | New Bedford & Taunton...100         | 500,000             | J. & J.           | Jan. '69 4             | Warren...100                      | 1,547,650           |                   |                        |
| Cleveland and Toledo*...50        | 5,424,091           | J. A. J. & O.     | Jan. '69 2             | New Haven & N. London...100         | 738,588             |                   |                        | Worcester and Nashua...75         | 1,522,500           | J. & J.           | Jan. '69 4             |
| Cleveland and Toledo*...50        | 5,000,000           | J. & J.           | Jan. '69 44            | N. Haven & Northampton...100        | 1,344,000           | J. & J.           | Jan. '68 3             |                                   |                     |                   |                        |
| Col. Ohi. & Indiana Con.100       | 11,420,000          |                   |                        | New Jersey...100                    | 6,000,000           | F. & A.           | Feb. '69 5             |                                   |                     |                   |                        |
| Columbia and Xenia*...50          | 1,786,200           | J. & J.           | Jan. '68 4             | New London Northern...100           | 895,000             | M. & S.           | Mar. '68 4             |                                   |                     |                   |                        |
| Concord...100                     | 1,500,000           | M. & N.           | Nov. '68 5             | New York Central...100              | 28,537,000          | F. & A.           | Feb. '69 4             | Chesapeake and Delaware...50      | 1,513,963           | J. & D.           | Dec. '68 3             |
| Concord & Portsmouth...100        | 350,000             | J. & D.           | Dec. '63 34            | New York and Harlem...50            | 5,285,050           | J. & J.           | Jan. '69 4             | Chesapeake and Ohio...25          | 8,228,695           |                   |                        |
| Coney Island & Brooklyn...100     | 600,000             |                   |                        | do " pref. 50                       | 1,600,000           | J. & J.           | Jan. '69 4             | Delaware Division...50            | 1,633,350           | F. & A.           | Aug. '68 4             |
| Conn. & Passump. Rivers...100     | 139,000             |                   |                        | New York & New Haven...100          | 6,000,000           | J. & J.           | Jan. '69 5             | Delaware and Hudson...100         | 10,000,000          | F. & A.           | Feb. '69 5             |
| do do pref. 100                   | 1,822,100           | J. & J.           | Jan. '69 3             | N. Y. Provid. & Boston...100        | 2,000,000           | J. & J.           | Jan. '69 3             | Delaware and Raritan...100        | 2,521,300           | F. & A.           | Feb. '69 5             |
| Connecticut River...100           | 1,700,000           | J. & J.           | Jan. '69 5             | Nig. Bridge & Canada*...100         | 1,000,000           | J. & J.           | July '68 3             | Erie of Pennsylvania...50         | 64,000              |                   |                        |
| Cumberland Valley...50            | 1,316,900           | A. & O.           | Apr. '68 4             | Ninth Avenue...100                  | 797,400             |                   |                        | Lehigh Coal and Navigat...50      | 8,739,500           | M. & N.           | May '67 3              |
| Danbury and Norwalk...100         | 400,000             |                   |                        | North Carolina...100                | 4,000,000           |                   |                        | Monongahela Navigation...50       | 728,100             | J. & J.           | Jan. '68 2             |
| Dayton and Michigan*...100        | 2,392,361           |                   |                        | Northern Central...50               | 4,648,900           | F. M. A. N.       | Feb. '69 2             | Morris (consolidated)...10        | 1,025,000           | F. & A.           | Feb. '67 3             |
| Delaware*...50                    | 694,260             | J. & J.           | Jan. '69 3             | North Eastern (S. C.) pref. 100     | 155,000             |                   | May '67 4              | Schuyl. Navigation (cons.)...50   | 1,178,000           | F. & A.           | Feb. '67 3             |
| Del. Lackaw. & Western...50       | 13,380,020          | J. & J.           | Jan. '69 5             | Northern of N. Hampsh...100         | 3,064,400           | J. & D.           | Dec. '68 4             | Schuyl. Navigation (pref.)...50   | 1,508,207           | F. & A.           | Feb. '67 6             |
| Des Moines Valley...100           | 1,820,200           |                   |                        | Northern of N. Jersey...100         | 159,100             |                   |                        | Susq. and Tide Water...50         | 2,888,505           | F. & A.           | Feb. '67 6             |
| Detroit & Milwaukee...100         | 1,047,350           |                   |                        | North Pennsylvania...50             | 3,150,150           |                   | Jan. '69 5             | Union...50                        | 2,002,746           |                   |                        |
| do " pref. 100                    | 1,500,000           |                   |                        | Norwich and Worcester...100         | 2,363,600           | J. & J.           | Jan. '69 3             | do " preferred...50               | 2,907,850           |                   |                        |
| D. Dock, E. B'dw. & Bat...100     | 1,200,000           |                   |                        | Ogdensb. & L. Champ'n...100         | 3,024,000           | J. & J.           | Jan. '69 3             | W. Branch and Susq...50           | 1,100,000           | J. & J.           | Jan. '68 5             |
| Dubuque and Sioux City...100      | 1,678,541           | Annual            | Jan. '69 4             | do " pref. 100                      | 1,037,000           | A. & O.           | Oct. '68 4             | Wyoming Valley...50               | 800,000             | Irregular         | Oct. '67 4             |
| do do pref. 100                   | 1,987,351           | J. & J.           | Jan. '69 34            | Ohio and Mississippi...100          | 30,000,000          |                   |                        |                                   |                     |                   |                        |
| Eastern (Mass.)...100             | 3,888,300           | J. & J.           | Jan. '69 4             | do " pref. 100                      | 3,000,000           | J. & D.           | Dec. '68 34            |                                   |                     |                   |                        |
| Eastern (N. H.)...100             | 492,500             | J. & J.           | Jan. '69 4             | Oil Creek & Allegheny R...50        | 4,259,000           | J. A. J. & O.     | Jan. '69 24            | Pacific Mail Steamsh p...100      | 20,000,000          | M. J. S. & D.     | Dec. '67 3             |
| East Pennsylvania...100           | 654,500             |                   |                        | Old Colony & Newport...100          | 4,848,320           | J. & J.           | Jan. '69 3             | Union Navigation...100            | 4,000,000           | M. J. S. & D.     | Dec. '68 5             |
| East Tenn. and Georgia...100      | 2,352,730           |                   |                        | Orange and Newark...100             | 281,550             |                   |                        | West'n Union Telegraph...100      | 28,450,000          | J. & J.           | Jan. '69 2             |
| East Tenn. and Virginia...10      |                     |                   |                        |                                     |                     |                   |                        |                                   |                     |                   |                        |

## RAILROAD EARNINGS—MONTHLY.

|  | January.  | February. | March.    | April.    | May.      | June.     | July.     | August.   | September. | October.  | November. | December. | Total.     |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| <b>Atlantic and Great Western:</b>               |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1864.....  | 150,713   | 164,435   | 166,493   | 194,992   | 200,807   | 265,626   | 295,512   | 356,408   | 401,103    | 357,233   | 353,344   | 328,828   | 3,255,492  |
| 1865.....  | 289,445   | 347,211   | 432,540   | 355,045   | 472,493   | 410,800   | 493,882   | 596,584   | 541,481    | 675,446   | 634,243   | 576,365   | 6,825,335  |
| 1866.....  | 475,641   | 433,279   | 385,991   | 412,521   | 464,507   | 493,243   | 466,988   | 568,589   | 533,150    | 670,670   | 474,056   | 388,573   | 6,096,119  |
| 1867.....  | 377,552   | 380,190   | 489,555   | 407,013   | 465,102   | 383,396   | 400,550   | 461,879   | 483,177    | 453,917   | 474,134   | 360,641   | 6,187,371  |
| 1868.....  | 404,467   | 393,251   | 408,847   | 388,684   | 355,255   | 359,184   | 343,325   | 413,484   | 480,430    | 464,376   | 455,910   | .....     | .....      |
| <b>Chicago and Alton:</b>                        |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1863.....  | 109,850   | 101,355   | 104,372   | 122,084   | 132,301   | 145,542   | 149,137   | 157,948   | 170,044    | 170,910   | 156,869   | 153,294   | 1,678,706  |
| 1864.....  | 100,991   | 154,418   | 195,803   | 162,723   | 178,786   | 206,090   | 224,257   | 312,165   | 354,554    | 320,879   | 307,803   | 252,015   | 2,770,484  |
| 1865.....  | 280,503   | 275,283   | 299,063   | 258,480   | 322,278   | 355,270   | 335,985   | 409,251   | 401,280    | 357,956   | 307,919   | 236,824   | 3,840,092  |
| 1866.....  | 226,153   | 222,241   | 290,111   | 269,249   | 329,851   | 371,544   | 321,597   | 397,269   | 322,638    | 360,223   | 323,030   | 271,247   | 3,095,153  |
| 1867.....  | 343,787   | 157,832   | 235,961   | 282,165   | 335,510   | 342,358   | 354,244   | 415,982   | 408,999    | 426,752   | 359,102   | 330,169   | 3,892,861  |
| 1868.....  | 259,539   | 296,496   | 261,599   | 270,386   | 341,181   | 373,461   | 405,616   | 570,353   | 488,155    | 480,212   | 408,062   | 399,074   | 4,344,134  |
| <b>Chicago, Rock Island and Pacific:</b>         |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1863.....  | 140,024   | 130,225   | 122,512   | 126,708   | 144,995   | 170,937   | 139,142   | 160,306   | 210,729    | 216,030   | 196,435   | 201,184   | 1,950,267  |
| 1864.....  | 175,482   | 243,150   | 185,013   | 198,079   | 243,178   | 224,980   | 307,874   | 375,890   | 324,865    | 336,617   | 321,037   | 321,037   | 3,096,470  |
| 1865.....  | 305,554   | 246,331   | 289,403   | 196,580   | 234,612   | 321,818   | 244,121   | 306,231   | 389,489    | 307,623   | 270,073   | 201,779   | 3,813,514  |
| 1866.....  | 241,393   | 183,385   | 257,230   | 209,099   | 277,506   | 306,093   | 238,926   | 317,977   | 400,941    | 428,474   | 345,028   | 260,268   | 3,466,922  |
| 1867.....  | 292,047   | 224,621   | 272,454   | 288,369   | 297,625   | 276,681   | 297,513   | 444,024   | 566,403    | 599,549   | 442,275   | 377,053   | 4,368,614  |
| 1868.....  | 308,587   | 297,464   | 276,431   | 288,700   | 398,891   | 366,200   | 329,800   | 478,900   | 544,900    | 556,900   | 401,100   | 381,400   | 4,541,973  |
| <b>Chicago and Northwestern:</b>                 |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1863.....  | .....     | .....     | .....     | .....     | .....     | 366,100   | 281,354   | 296,169   | 473,186    | 551,122   | 435,945   | 407,688   | 2,811,544  |
| 1864.....  | 273,876   | 317,839   | 390,355   | 421,363   | 468,890   | 565,145   | 480,710   | 519,306   | 669,605    | 729,759   | 716,378   | 563,406   | 6,114,506  |
| 1865.....  | 541,005   | 499,296   | 468,358   | 555,623   | 747,942   | 702,801   | 702,801   | 767,508   | 946,707    | 932,683   | 764,671   | 547,842   | 7,976,400  |
| 1866.....  | 523,566   | 399,917   | 523,745   | 537,519   | 858,948   | 925,983   | 808,524   | 797,475   | 1,000,086  | 1,200,216 | 1,010,892 | 712,369   | 9,299,430  |
| 1867.....  | 696,147   | 674,664   | 765,398   | 774,279   | 895,712   | 893,658   | 888,214   | 1,063,236 | 1,448,942  | 1,541,057 | 1,211,530 | 879,900   | 11,632,737 |
| 1868.....  | 724,890   | 807,473   | 850,193   | 1,094,598 | 1,211,150 | 1,167,544 | 1,091,466 | 1,265,831 | 1,518,483  | 1,574,906 | 1,133,334 | 1,007,392 | 15,443,765 |
| <b>Erle:</b>                                     |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1862.....  | 699,097   | 601,595   | 638,006   | 626,070   | 587,416   | 528,842   | 595,024   | 615,962   | 756,421    | 885,136   | 902,906   | 963,859   | 8,400,334  |
| 1863.....  | 845,695   | 839,949   | 956,445   | 948,059   | 848,783   | 770,148   | 731,243   | 687,092   | 816,801    | 965,294   | 1,024,649 | 1,035,321 | 10,469,481 |
| 1864.....  | 843,837   | 934,133   | 1,114,508 | 1,099,507 | 1,072,293 | 1,041,975 | 994,317   | 1,105,364 | 1,301,005  | 1,222,568 | 1,224,909 | 1,234,217 | 13,429,643 |
| 1865.....  | 1,001,007 | 947,146   | 1,256,566 | 1,458,455 | 1,133,461 | 1,177,372 | 1,302,180 | 1,331,046 | 1,336,615  | 1,438,639 | 1,522,472 | 1,429,765 | 16,434,776 |
| 1866.....  | 1,185,746 | 987,936   | 1,070,917 | 1,153,441 | 1,101,632 | 1,243,636 | 1,208,243 | 1,295,400 | 1,416,101  | 1,476,244 | 1,416,001 | 1,041,116 | 14,596,413 |
| 1867.....  | 906,759   | 917,639   | 1,139,528 | 1,217,143 | 1,122,140 | 1,118,751 | 1,071,312 | 1,239,024 | 1,444,745  | 1,498,716 | 1,421,881 | 1,041,466 | 14,139,264 |
| 1868.....  | 1,031,320 | 901,752   | 1,136,994 | 1,263,742 | 1,163,612 | 1,089,905 | 1,063,943 | .....     | .....      | .....     | .....     | .....     | .....      |
| <b>Illinois Central:</b>                         |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1862.....  | 190,130   | 236,637   | 181,084   | 191,648   | 206,246   | 269,282   | 261,079   | 332,786   | 414,543    | 410,336   | 372,593   | 359,463   | 3,445,827  |
| 1863.....  | 299,944   | 271,085   | 275,643   | 289,224   | 334,687   | 407,992   | 343,929   | 511,305   | 478,576    | 496,433   | 437,079   | 424,581   | 4,571,028  |
| 1864.....  | 327,900   | 416,588   | 459,762   | 423,797   | 406,373   | 510,100   | 423,578   | 640,179   | 799,236    | 661,391   | 667,141   | 608,402   | 6,320,447  |
| 1865.....  | 571,536   | 616,665   | 516,608   | 460,573   | 617,682   | 578,403   | 747,469   | 739,736   | 641,589    | 643,887   | 518,088   | 518,088   | 7,181,208  |
| 1866.....  | 603,053   | 505,266   | 505,465   | 411,605   | 569,250   | 567,679   | 480,626   | 578,253   | 571,348    | 661,971   | 588,219   | 504,066   | 6,646,741  |
| 1867.....  | 647,120   | 524,871   | 417,071   | 440,271   | 477,027   | 516,493   | 525,242   | 709,327   | 738,530    | 823,901   | 727,810   | 613,329   | 7,160,992  |
| 1868.....  | 572,364   | 531,224   | 462,317   | 538,077   | 579,560   | 621,685   | 576,458   | 764,138   | 873,500    | 901,631   | 699,891   | .....     | .....      |
| <b>Marietta and Cincinnati:</b>                  |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1865.....  | 96,672    | 87,791    | 93,763    | 78,607    | 76,248    | 107,525   | 104,608   | 115,184   | 125,252    | 116,496   | 116,146   | 105,767   | 1,224,058  |
| 1866.....  | 90,411    | 85,447    | 84,351    | 81,181    | 96,388    | 103,373   | 98,043    | 106,921   | 104,866    | 113,504   | 112,952   | 123,802   | 1,201,239  |
| 1867.....  | 94,136    | 78,796    | 92,910    | 96,535    | 90,526    | 96,535    | 106,594   | 114,716   | 121,217    | 142,823   | 132,387   | 123,383   | 1,278,713  |
| 1868.....  | 92,433    | 81,599    | 98,482    | 108,461   | 95,416    | 95,924    | 108,413   | 126,556   | 121,519    | 125,065   | 119,169   | 121,408   | 1,294,096  |
| <b>Michigan Southern &amp; Northern Indiana:</b> |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1863.....  | 248,784   | 230,508   | 557,227   | 268,613   | 264,935   | 241,236   | 189,145   | 238,012   | 308,106    | 375,567   | 332,360   | 348,048   | 3,302,543  |
| 1864.....  | 256,600   | 304,445   | 338,454   | 330,651   | 267,126   | 315,258   | 278,891   | 358,862   | 402,219    | 407,107   | 448,934   | 411,806   | 4,120,152  |
| 1865.....  | 366,996   | 366,361   | 413,974   | 365,180   | 351,489   | 387,095   | 301,613   | 418,575   | 486,808    | 524,766   | 495,072   | 351,799   | 4,826,727  |
| 1866.....  | 312,846   | 277,234   | 412,715   | 413,970   | 418,024   | 384,684   | 338,856   | 384,401   | 429,177    | 496,655   | 429,546   | 352,213   | 4,650,323  |
| 1867.....  | 305,857   | 311,088   | 395,372   | 409,248   | 357,749   | 307,968   | 313,130   | 434,318   | 488,388    | 530,871   | 429,785   | 380,024   | 4,668,808  |
| 1868.....  | 362,021   | 338,335   | 381,497   | 455,983   | 400,456   | 365,560   | 301,495   | 435,781   | 512,523    | 532,061   | 419,005   | 426,313   | 4,929,050  |
| <b>Michigan Central:</b>                         |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1862.....  | 230,159   | 159,658   | 151,902   | 175,696   | 186,059   | 174,002   | 172,189   | 216,624   | 295,956    | 322,369   | 307,474   | 258,634   | 2,650,702  |
| 1863.....  | 242,073   | 245,858   | 236,432   | 238,495   | 236,453   | 206,221   | 193,328   | 215,449   | 308,168    | 375,488   | 339,794   | 306,186   | 3,168,065  |
| 1864.....  | 252,435   | 278,848   | 348,802   | 338,276   | 271,553   | 266,780   | 263,244   | 346,781   | 408,445    | 410,802   | 405,510   | 376,470   | 3,970,946  |
| 1865.....  | 306,324   | 279,137   | 344,228   | 337,241   | 401,456   | 366,663   | 329,105   | 413,501   | 476,661    | 490,694   | 447,670   | 328,870   | 4,520,550  |
| 1866.....  | 282,439   | 265,796   | 337,158   | 343,737   | 365,196   | 335,083   | 324,986   | 359,646   | 429,161    | 493,640   | 414,804   | 308,669   | 4,260,115  |
| 1867.....  | 304,095   | 283,661   | 375,210   | 362,783   | 333,952   | 284,977   | 313,021   | 398,993   | 464,778    | 506,296   | 412,934   | 330,373   | 4,371,073  |
| 1868.....  | 343,316   | 304,315   | 326,880   | 415,758   | 369,236   | 325,501   | 321,013   | 392,942   | 456,973    | 511,820   | 410,826   | 390,671   | 4,569,251  |
| <b>Milwaukee and St. Paul:</b>                   |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1867.....  | 319,763   | 240,755   | 261,143   | 316,266   | 401,900   | 369,356   | 365,412   | 350,565   | 751,738    | 1,101,771 | 775,610   | 438,323   | 6,683,608  |
| 1868.....  | 350,884   | 350,884   | 333,281   | 435,629   | 565,718   | 458,094   | 423,247   | 522,545   | 1,023,520  | 1,037,434 | 529,927   | 468,796   | 6,617,562  |
| <b>New York Central:</b>                         |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1862.....  | 749,163   | 631,956   | 710,814   | 770,223   | 736,114   | 610,417   | 749,571   | 752,941   | 892,744    | 1,018,375 | 968,228   | 1,002,798 | 9,693,244  |
| 1863.....  | 920,272   | 790,167   | 867,590   | 911,397   | 839,126   | 841,165   | 818,512   | 840,450   | 1,079,551  | 1,041,522 | 1,045,401 | 1,157,818 | 11,098,853 |
| 1864.....  | 921,831   | 936,587   | 1,059,028 | 1,105,664 | 1,004,435 | 1,029,736 | 1,055,793 | 1,273,117 | 1,450,076  | 1,227,113 | 1,187,505 | 1,116,829 | 13,357,709 |
| 1865.....  | 967,969   | 613,881   | 955,659   | 1,346,734 | 1,255,521 | 1,132,701 | 1,162,024 | 1,495,752 | 1,524,434  | 1,526,839 | 1,496,356 | 1,117,858 | 14,755,125 |
| 1866.....  | 1,086,360 | 895,887   | 1,135,745 | 1,190,491 | 1,170,415 | 1,084,533 | 1,135,461 | 1,285,911 | 1,480,929  | 1,530,518 | 1,211,108 | 935,857   | 14,743,216 |
| 1867.....  | 901,571   | 845,853   | 1,075,773 | 1,227,286 | 1,093,731 | 934,536   | 1,101,693 | 1,388,915 | 1,732,673  | .....     | .....     | .....     | .....      |
| <b>Ohio and Mississippi:</b>                     |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1864.....  | 210,329   | 260,466   | 300,261   | 269,444   | 224,963   | 223,242   | 268,177   | 302,596   | 332,400    | 278,006   | 346,243   | 275,950   | 3,311,077  |
| 1865.....  | 239,130   | 259,223   | 313,914   | 271,527   | 304,463   | 349,285   | 344,700   | 350,348   | 372,618    | 412,553   | 384,319   | 3,793,005 | 3,793,005  |
| 1866.....  | 267,541   | 246,109   | 326,236   | 277,424   | 283,130   | 253,925   |           |           |            |           |           |           |            |

## NATIONAL AND STATE SECURITIES.

| *Indicates that no interest is paid.         |                              | Amounts outstanding. | Rate. | Payable.      | Interest. | WHEN PAYABLE. | Market Price. | *Indicates that no interest is paid.     |            | Amounts outstanding. | Rate.         | Payable. | Interest. | WHEN PAYABLE. | Market Price. |
|--|------------------------------|----------------------|-------|---------------|-----------|---------------|---------------|--|------------|----------------------|---------------|----------|-----------|---------------|---------------|
| National Securities, Jan. 1, 1869.           |                              |                      |       |               |           |               |               | Massachusetts—State Almshouse Loan.      |            |                      |               |          |           |               |               |
| Loan of Jan. 23, 1847                        | registered                   |                      | 6     | Jan. & July.  | 1867      |               |               | —S. Almsh. and State H. Loan             | 100,000    | 5                    | May & Nov.    | 1872     |           |               |               |
| Loan of March 31, 1848                       | registered                   |                      | 6     | "             | 1868      |               |               | —Back Bay Land Loan                      | 275,000    | 5                    | April & Oct.  | 73-74    | 101       |               |               |
| " " " " " "                                  | coupon                       |                      | 6     | "             | 1868      |               |               | —Lun. Hosp. (W. Mass.)                   | 220,000    | 5                    | May & Nov.    | 1882     |           |               |               |
| Texas Indemnity, of Sep. 9, 1850             | coupon                       | 286,000              | 5     | presentation. | Due.      |               |               | —Lun. Hosp. (W. Mass.)                   | 150,000    | 5                    | April & Oct.  | 1868     | 103       |               |               |
| Loan of June 14, 1853                        | registered                   | 20,000,000           | 5     | Jan. & July.  | 1874      | 113           |               | —Funding Loan                            | 75,000     | 6                    | June & Dec.   | 1868     |           |               |               |
| " " " " " "                                  | coupon                       |                      | 5     | "             | 1874      | 116           |               | "  | 172,000    | 6                    | "             | 70-72    | 120       |               |               |
| Loan of June 22, 1860                        | registered                   | 7,022,000            | 5     | "             | 1871      | 125           |               | —Lun. Hosp. and State Prison.            | 94,000     | 6                    | Jan. & July.  | 1874     | 126       |               |               |
| " " " " " "                                  | coupon                       |                      | 5     | "             | 1871      | 126           |               | —Lun. Hosp. (W. Mass.)                   | 50,000     | 6                    | June & Dec.   | 1877     | 123       |               |               |
| Loan of Feb. 8, 1861                         | registered                   | 18,415,000           | 5     | "             | 1881      | 111           |               | —Union Fund Loan                         | 600,000    | 5                    | Jan. & July.  | 77-78    |           |               |               |
| " " " " " "                                  | coupon                       |                      | 5     | "             | 1881      | 112           |               | —Coast Defense Loan                      | 888,000    | 5                    | "             | 1883     | 107       |               |               |
| Oregon War Bonds of March 3, 1861            | yearly                       | 1,018,000            | 6     | "             | 1881      | 108           |               | —Bounty Fund Loan                        | 200,000    | 5                    | "             | 1883     | 115       |               |               |
| Loan of July 17, 1861                        | registered                   | 284,246,400          | 6     | July.         | 1881      |               |               | "  | 4,379,500  | 5                    | May & Nov.    | 1884     | 115       |               |               |
| " " " " " "                                  | coupon                       |                      | 6     | Jan. & July.  | 1881      | 111           |               | —Union Fund Loan                         | 3,996,000  | 5                    | "             | 1884     |           |               |               |
| Loan of Feb. 25, 1862                        | (5-20s) registered           |                      | 6     | May & Nov.    | 1882      | 109           |               | "  | 850,000    | 6                    | Jan. & July.  | 71-72    | 120       |               |               |
| " " " " " "                                  | (5-20s) coupon               |                      | 6     | "             | 1882      | 109           |               | "  | 2,150,000  | 6                    | "             | 74-75    | 117       |               |               |
| Loan of March 3, 1864                        | (5-20s) registered           |                      | 6     | May & Nov.    | 1882      | 113           |               | —War Loan (currency)                     | 2,113,000  | 6                    | Mar. & Sept.  | 71-76    | 101       |               |               |
| " " " " " "                                  | (5-20s) coupon               |                      | 6     | "             | 1882      | 113           |               | —Western R.R. Loan (sterling)            | 4,319,520  | 6                    | April & Oct.  | 68-71    |           |               |               |
| Loan of March 3, 1865                        | (5-20s) registered           |                      | 6     | May & Nov.    | 1884      | 109           |               | —Eastern R.R. Loan                       | 275,000    | 6                    | Jan. & July.  | 69-71    |           |               |               |
| " " " " " "                                  | (5-20s) coupon               |                      | 6     | "             | 1884      | 109           |               | —Southern Vermont R.R.                   | 200,000    | 5                    | April & Oct.  | 1890     |           |               |               |
| Loan of March 3, 1865                        | (5-20s) registered           |                      | 6     | May & Nov.    | 1885      | 109           |               | —Troy and Greenfield R.R.                | 968,500    | 5                    | "             | 91-92    | 101       |               |               |
| " " " " " "                                  | (5-20s) coupon               |                      | 6     | "             | 1885      | 110           |               | "  | 554,186    | 5                    | "             | 88-90    |           |               |               |
| " " " " " "                                  | 2d series (5-20s) registered |                      | 6     | Jan. & July.  | 1886      | 108           |               | Michigan—Sault Canal Bonds               | 100,000    | 6                    | Jan. & July.  | 1878     | 93        |               |               |
| " " " " " "                                  | (5-20s) coupon               |                      | 6     | "             | 1886      | 108           |               | —Renewal Bonds                           | 216,000    | 6                    | "             | 1878     |           |               |               |
| " " " " " "                                  | 3d series (5-20s) registered |                      | 6     | "             | 1887      | 108           |               | —Two Million Loan Bonds                  | 1,750,000  | 6                    | "             | 73-83    | 95        |               |               |
| " " " " " "                                  | (5-20s) coupon               |                      | 6     | "             | 1887      | 108           |               | "  | 250,000    | 7                    | "             | 1868     |           |               |               |
| Loan of March 3, 1864                        | (10-40s) registered          | 194,567,300          | 5     | Mar. & Sept.  | 1904      | 108           |               | —War Loan Bonds                          | 1,111,600  | 7                    | "             | 1886     | 99        |               |               |
| " " " " " "                                  | (10-40s) coupon              |                      | 5     | "             | 1904      | 108           |               | —Bounty Loan Bonds                       | 463,000    | 7                    | May & Nov.    | 1890     |           |               |               |
| Pacific R. R. Bonds                          | (currency)                   | 50,097,000           | 6     | Jan. & July.  | 95-97     | 101           |               | Minnesota—State Building Loan            | 100,000    | 7                    | Jan. & July.  | 1877     |           |               |               |
| Free's Notes (7-30s) June 30, '61: 2d series | matured.                     | 7,207,503            | 7.3   | June & Dec.   | 1868      |               |               | —Railroad Loan Bonds                     | 2,275,000  | 7                    | "             | 1883     |           |               |               |
| " " " " " " (7-30s) Mar. 3, '95: 3d series   | matured.                     | 27,036,020           | 7.2   | Jan. & July   | 1868      |               |               | Mississippi—State Bonds (Planters' Bank) | 2,000,000  | 6                    | "             | 41-71    |           |               |               |
| Matured Debt not presented.                  |                              | 27,036,020           |       | presentation. |           |               |               | —(Union Bank)                            | 5,000,000  | 6                    | "             | Var.     |           |               |               |
| Compound Interest Notes 1864-'65             |                              | 356,031,073          | 6     | At maturity.  | 3 yrs     |               |               | Missouri—State Bonds                     | 622,000    | 6                    | Jan. & July.  | 62-83    | 86        |               |               |
| United States Notes (greenbacks)             |                              | 55,865,000           |       |               |           |               |               | —Hannibal and St. Joseph R.R.            | 3,000,000  | 6                    | "             | 81-86    | 87        |               |               |
| Three per cent. certificates.                |                              | 34,215,715           |       |               |           |               |               | —Pacific R.R.                            | 7,000,000  | 6                    | "             | 81-87    |           |               |               |
| Fractional currency                          |                              | 14,000,000           |       |               |           |               |               | —Southwestern R.R.                       | 4,500,000  | 6                    | "             | 85-87    |           |               |               |
| Navy Pension Fund                            |                              |                      |       |               |           |               |               | —North Missouri R.R.                     | 4,350,000  | 6                    | "             | 82-87    |           |               |               |
|  |                              |                      |       |               |           |               |               | —Iron Mountain R.R.                      | 3,500,000  | 6                    | "             | 83-89    |           |               |               |
|  |                              |                      |       |               |           |               |               | —Cairo and Fulton R.R.                   | 650,000    | 6                    | "             | 85-87    |           |               |               |
|  |                              |                      |       |               |           |               |               | —Platte County R.R.                      | 700,000    | 6                    | "             | 1887     |           |               |               |
|  |                              |                      |       |               |           |               |               | New Hampshire—War Loan of July 1, 1861   | 1,194,100  | 6                    | Jan. & July.  | 67-78    | 100       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " Sept. 1, 1864                | 600,000    | 6                    | May & Nov.    | 84-89    | 100       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " Oct. 1, 1866                 | 609,500    | 6                    | April & Oct.  | 67-74    | 100       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " July 1, 1866                 | 500,000    | 6                    | Jan. & July.  | 1869     | 99        |               |               |
|  |                              |                      |       |               |           |               |               | New Jersey—War Loan of 1861 (free)       | 1,798,900  | 6                    | Jan. & July.  | 67-84    | 101       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 1863 ( " )                   | 1,002,900  | 6                    | "             | 86-96    |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 1864                         | 793,400    | 6                    | "             | 97-02    | 105       |               |               |
|  |                              |                      |       |               |           |               |               | New York—General Fund Bonds              | 700,000    | 7                    | J. A. J. & O. | 1870     | 101       |               |               |
|  |                              |                      |       |               |           |               |               | —Bounty Fund Bonds                       | 2,559,000  | 7                    | Jan. & July.  | 1877     | 107       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " registered                   | 27,725,500 | 7                    | "             | 1877     | 109       |               |               |
|  |                              |                      |       |               |           |               |               | —General Fund Bonds                      | 1,189,780  | 6                    | "             | pleas.   |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 500,000    | 6                    | "             | 1868     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 800,000    | 6                    | "             | 1878     | 100       |               |               |
|  |                              |                      |       |               |           |               |               | —Canal Fund Bonds                        | 3,050,000  | 6                    | J. A. J. & O. | 1871     | 100       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 6,000,000  | 6                    | "             | 1873     | 102       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 2,250,000  | 6                    | "             | 1874     | 101       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 1,400,000  | 6                    | "             | 75-77    | 102       |               |               |
|  |                              |                      |       |               |           |               |               | —General Fund Bonds                      | 909,607    | 5                    | Jan. & July.  | pleas.   |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 442,960    | 5                    | May & Nov.    | 1868     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 900,000    | 5                    | Jan. & July.  | 1876     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 800,000    | 5                    | "             | 1878     |           |               |               |
|  |                              |                      |       |               |           |               |               | —Canal Fund Bonds                        | 1,163,000  | 5                    | J. A. J. & O. | 1868     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 167,000    | 5                    | "             | 1871     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 4,500,000  | 5                    | "             | 1874     |           |               |               |
|  |                              |                      |       |               |           |               |               | North Carolina—State Bonds               | 368,000    | 6                    | Various.      | 60-78    | 62        |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 8,334,000  | 6                    | Jan. & July.  | 81-90    |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 650,000    | 6                    | April & Oct.  | 90-91    |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " (new)                        | 2,500,000  | 6                    | Jan. & July.  | 1900     |           |               |               |
|  |                              |                      |       |               |           |               |               | Ohio—State Bonds (Union Loan)            | 280,366    | 6                    | Jan. & July.  | 1868     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 2,183,532  | 6                    | "             | 1870     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 1,600,000  | 6                    | "             | 1875     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 4,095,309  | 6                    | "             | 1881     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 2,400,000  | 6                    | "             | 1886     |           |               |               |
|  |                              |                      |       |               |           |               |               | Oregon—State Bonds (Relief and Bounty)   | 218,674    | 7                    | Jan. & July.  | 1875     |           |               |               |
|  |                              |                      |       |               |           |               |               | Pennsylvania—State Bonds                 | 4,993,000  | 5                    | Various.      | 77-82    | 96        |               |               |
|  |                              |                      |       |               |           |               |               | —Inclined Plane Bonds                    | 5,083,052  | 5                    | April & Oct.  | 65-70    | 100       |               |               |
|  |                              |                      |       |               |           |               |               | —State Bonds, 1st series                 | 400,000    | 5                    | Jan. & July.  | 1877     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 2d series                    | 99,480     | 5                    | "             | 1882     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 3d series                    | 720,983    | 5                    | "             | 1892     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 1st series                   | 4,907,160  | 5                    | "             | 1877     | 103       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 2d series                    | 7,909,520  | 5                    | "             | 1882     | 105       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 3d series                    | 3,270,017  | 5                    | "             | 1892     | 106       |               |               |
|  |                              |                      |       |               |           |               |               | —Military Loan Bonds                     | 3,000,000  | 6                    | Feb. & Aug.   | 1871     | 100       |               |               |
|  |                              |                      |       |               |           |               |               | Rhode Island—State War Bonds of 1861     | 468,600    | 6                    | April & Oct.  | 1871     | 100       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 1862                         | 1,196,000  | 6                    | Mar. & Sept.  | 1882     | 100       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 1863                         | 269,000    | 6                    | April & Oct.  | 1883     | 100       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 1863                         | 776,000    | 6                    | Jan. & July.  | 1883     | 100       |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " 1864                         | 917,000    | 6                    | Feb. & Aug.   | 1884     | 100       |               |               |
|  |                              |                      |       |               |           |               |               | South Carolina—Free Loan Bonds           | 798,998    | 5                    | J. A. J. & O. | 68-70    |           |               |               |
|  |                              |                      |       |               |           |               |               | —State Bonds (various)                   | 3,275,000  | 6                    | Jan. & July.  | 71-90    |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " (new)                        | 1,210,903  | 6                    | "             | 1887     |           |               |               |
|  |                              |                      |       |               |           |               |               | Tennessee—State Bonds                    | 1,949,430  | 5                    | April & Oct.  | 1868     | 00        |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 239,167    | 5                    | "             | 1887     |           |               |               |
|  |                              |                      |       |               |           |               |               | —Railroad, &c., Loan Bonds               | 1,706,000  | 6                    | "             | 1893     | 67        |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " endorsement                  | 2,207,000  | 6                    | "             | Var.     |           |               |               |
|  |                              |                      |       |               |           |               |               | —New Bonds                               | 6,000,000  | 6                    | "             | 1882     |           |               |               |
|  |                              |                      |       |               |           |               |               | Vermont—State War Bonds                  | 1,567,500  | 6                    | June & Dec.   | 71-78    | 100       |               |               |
|  |                              |                      |       |               |           |               |               | Virginia—State Bonds (sterling)          | 1,865,000  | 5                    | Jan. & July.  | long.    |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " (sterling new)               | 468,250    | 5                    | "             | long.    |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " registered                   | 108,000    | 5                    | "             | long.    |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 21,499,598 | 5                    | "             | long.    | 50        |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " coupon                       | 10,900,000 | 6                    | "             | long.    | 56        |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " (new) registered             | 1,379,500  | 6                    | "             | 1876     | 62        |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " " coupon                       | 489,300    | 6                    | "             | 1886     |           |               |               |
|  |                              |                      |       |               |           |               |               | " " " " " "                              | 89,000     | 6                    | "             | 1890     |           |               |               |
|  |                              |                      |       |               |           |               |               | Wisconsin—State Bond                     | 405,100    | 6                    | Jan. & July.  | 77-79    |           |               |               |

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.                 | Amount.    | Rate.        | Interest Payable. |               | Due.    | Price. | Description of Bonds.               | Amount.    | Rate.       | Interest Payable. |               | Due.    | Price. |
|---------------------------------------|------------|--------------|-------------------|---------------|---------|--------|-------------------------------------|------------|-------------|-------------------|---------------|---------|--------|
|                                       |            |              | When.             | Where.        |         |        |                                     |            |             | When.             | Where.        |         |        |
| Adirondack:                           |            |              |                   |               |         |        | Camden and Burlington County:       |            |             |                   |               |         |        |
| 1st Mortgage.....                     | \$915,000  | 7            | Jan. & July.      | New York.     | 1886    | ....   | 1st Mortgage of 1867 for \$350 000  | \$250,000  | 6           | Feb. & Aug.       | Philadelphia. | 1897    | 90½    |
| Alabama and Florida:                  |            |              |                   |               |         |        | Cape Cod Central:                   |            |             |                   |               |         |        |
| 1st Mortgage.....                     | 300,000    | 7            | Jan. & July.      | New York.     | 1867    | ....   | 1st Mortgage.....                   | 125,000    | 6           | " & "             | Boston.       | 18—     | ....   |
| Land Mortgage.....                    | 550,000    | 7            | " & "             | " & "         | 1887    | ....   | Cape May and Millville:             |            |             |                   |               |         |        |
| 3d Mortgage.....                      | 300,000    | 7            | April & Oct.      | " & "         | 1871    | ....   | 1st Mortgage.....                   | 200,000    | 7           | " & "             | New York.     | 18—     | ....   |
| Interest Coupon.....                  | 304,101    | 7            | Jan. & July.      | " & "         | 1876    | ....   | Catawissa:                          |            |             |                   |               |         |        |
| Albany and Susquehanna:               |            |              |                   |               |         |        | 1st Mortgage.....                   | 262,000    | 7           | Feb. & Aug.       | Philadelphia. | 1882    | ....   |
| 1st Mortgage.....                     | 1,000,000  | 7            | Jan. & July.      | New York.     | 1893    | ....   | Cedar Falls and Minnesota:          |            |             |                   |               |         |        |
| Albany City Loan.....                 | 1,000,000  | 6            | May & Nov.        | " & "         | 1895    | ....   | 1st Mort. (C. F. to Waver. 14 m.)   | 294,000    | 7           | April & Oct.      | New York.     | 1885    | ....   |
| 2d Mortgage for \$2,000,000           | 699,000    | 7            | April & Oct.      | " & "         | 1885    | ....   | 1st Mort. (W. to Minn. L. 69 m.)    | 1,407,000  | 7           | Jan. & July.      | " & "         | 1887    | ....   |
| Allegheny Valley:                     |            |              |                   |               |         |        | Cedar Rapids and Missouri River:    |            |             |                   |               |         |        |
| 1st Mortgage.....                     | 398,000    | 7            | April & Oct.      | Pittsburg.    | 1891    | ....   | 1st Mortgage.....                   | 7          | " & "       | New York.         | 1916          | 90½     |        |
| 1st Mortgage (Extension).....         | 4,000,000  | 7.3          | " & "             | " & "         | 1896    | ....   | Central Branch Union Pacific:       |            |             |                   |               |         |        |
| Androscoggin:                         |            |              |                   |               |         |        | 1st Mort. (Atchison & Pike's P.)    | 1,600,000  | 6           | May & Nov.        | New York.     | 1895    | ....   |
| 1st Mortgage.....                     | 415,000    | 6            | June & Dec.       | Portland.     | 1877    | ....   | 2d Mortgage Governm't subsidy.      | 1,600,000  | 6           | Jan. & July.      | " & "         | 1895    | ....   |
| Ashuelot:                             |            |              |                   |               |         |        | Central of Georgia:                 |            |             |                   |               |         |        |
| 1st Mortgage.....                     | 150,000    | 6            | Jan. & July.      | Keene.        | 1861    | ....   | 1st Mortgage.....                   | 786,000    | 7           | March & Sept.     | Savannah.     | 1875    | 98     |
| Atlantic and Great Western:           |            |              |                   |               |         |        | Central of New Jersey:              |            |             |                   |               |         |        |
| 1st Mortgage (New York).....          | 886,000    | 7*           | April & Oct.      | London.       | 1879    | ....   | 1st Mortgage.....                   | 900,000    | 7           | Feb. & Aug.       | New York.     | 1870    | 100½   |
| 1st Mortgage (Pennsylvania).....      | 2,151,500  | 7*           | " & "             | " & "         | 1877    | ....   | 2d Mortgage.....                    | 600,000    | 7           | May & Nov.        | " & "         | 1875    | 101    |
| 1st Mortgage (Ohio).....              | 3,740,900  | 7            | " & "             | New York.     | 1876    | ....   | Central Ohio:                       |            |             |                   |               |         |        |
| 1st Mortgage (Franklin Branch)        | 349,000    | 7*           | June & Dec.       | London.       | 1882    | ....   | 1st Mortgage.....                   | 2,500,000  | 6           | March & Sept.     | New York.     | 1890    | 88     |
| 1st Mortgage (Buffalo Extension)      | 1,382,000  | 7*           | April & Oct.      | " & "         | 1884    | ....   | Central Pacific of California:      |            |             |                   |               |         |        |
| 1st Mortgage (Silver Creek Br.)       | 200,000    | 7*           | March & Sept.     | " & "         | 1884    | ....   | 1st Mortgage (on 725 m.) free.....  | 15,000,000 | 6*          | Jan. & July.      | New York.     | 1896    | 96½    |
| 2d Mortgage (New York).....           | 761,000    | 7            | April & Oct.      | New York.     | 1881    | ....   | 2d Mortgage (paid by Cal.).....     | 1,500,000  | 7*          | " & "             | " & "         | 1885    | 100½   |
| 2d Mortgage (Pennsylvania).....       | 757,500    | 7*           | " & "             | London.       | 1882    | ....   | Convertible bonds.....              | 1,500,000  | 7*          | " & "             | " & "         | 1883    | 107½   |
| 2d Mortgage (Ohio).....               | 2,653,000  | 7*           | Jan. & July.      | " & "         | 1883    | ....   | National Loan.....                  | 15,000,000 | 6           | " & "             | " & "         | 1895    | 101½   |
| Consolidated Mortgage.....            | 17,105,000 | 7*           | April & Oct.      | " & "         | 1895    | ....   | Charleston and Savannah:            |            |             |                   |               |         |        |
| Atlantic and Gulf:                    |            |              |                   |               |         |        | 1st Mortgage (guar by S. Car.)..    | 505,000    | 6           | March & Sept.     | Charleston.   | 1877    | 40     |
| 1st Mortgage (S. A. & G. R. R.)       | 300,000    | 7            | April & Oct.      | Savannah.     | 18—     | ....   | Charlotte and South Carolina:       |            |             |                   |               |         |        |
| 1st Mort. (A. & G. R. R. No. 7 to T.) | 600,000    | 7            | " & "             | New York.     | 18—     | ....   | 1st Mortgage for \$500,000.....     | 334,000    | 7           | Jan. & July.      | New York.     | var.    | 62     |
| 1st Mort. (A. & G. R. R. S. No. 7)    | 500,000    | 7            | " & "             | " & "         | 18—     | ....   | Cheraw and Darlington:              |            |             |                   |               |         |        |
| 1st mortgage (Bainbridge Ext.)..      | 500,000    | 7            | " & "             | " & "         | 18—     | ....   | 1st Mortgage.....                   | 150,000    | 7           | " & "             | Charleston.   | 1870    | ....   |
| Consol. Mort. (\$2,000,000) free..... | 7          | Jan. & July. | " & "             | " & "         | 1897    | 84     | 2d Mortgage.....                    | 75,000     | 7           | " & "             | " & "         | 1868    | ....   |
| Atlantic and St. Lawrence:            |            |              |                   |               |         |        | Cheshire:                           |            |             |                   |               |         |        |
| Portland City Loan (skg fund) ..      | 1,500,000  | 6            | Various.          | B. & N. Y.    | '68-'70 | ....   | Company bonds.....                  | 672,200    | 6           | Jan. & July.      | Boston.       | '75-'80 | 92½    |
| 2d Mortgage.....                      | 1,499,992  | 6            | April & Oct.      | Portland.     | 1866    | ....   | Chester Valley:                     |            |             |                   |               |         |        |
| Sterling Loan.....                    | 484,000    | 6*           | May & Nov.        | London.       | 1878    | ....   | 1st Mortgage.....                   | 500,000    | 7           | May & Nov.        | Philadelphia. | 1872    | 51½    |
| Baltimore and Ohio:                   |            |              |                   |               |         |        | Chicago and Alton:                  |            |             |                   |               |         |        |
| Loan of 1834.....                     | 821,261    | 6            | J. A. J. & O.     | Baltimore.    | 1867    | ....   | 1st Mortgage, pref. sinking fund.   | 444,000    | 7           | May & Nov.        | New York.     | 1877    | 101½   |
| Loan of 1855.....                     | 894,250    | 6            | Jan. & July.      | " & "         | 1875    | 93     | 1st Mortgage.....                   | 2,400,000  | 7           | Jan. & July.      | " & "         | 1893    | 99½    |
| Loan of 1850.....                     | 602,000    | 6            | " & "             | " & "         | 1880    | 92     | Income bonds (2d Mortgage).....     | 1,100,000  | 7           | April & Oct.      | " & "         | 1883    | 92     |
| Loan of 1853.....                     | 1,744,500  | 6            | April & Oct.      | " & "         | 1885    | 94½    | Chicago, Burlington and Quincy:     |            |             |                   |               |         |        |
| Baltimore City Loan of 1855.....      | 5,000,000  | 6            | Jan. & July.      | " & "         | 1890    | ....   | Trust Mortgage.....                 | 3,078,000  | 8           | Jan. & July.      | New York.     | 1883    | 111    |
| Northwestern Va. R. R. 2d Mort.       | 493,000    | 6            | " & "             | " & "         | 1873    | ....   | Trust Mortgage, convertible.....    | 150,000    | 8           | " & "             | " & "         | 1883    | ....   |
| Northwestern Va. R. R. 3d Mort.       | 201,000    | 6            | " & "             | " & "         | 1885    | ....   | 2d Mortgage.....                    | 941,000    | 7½          | July.             | Frankfort.    | 1890    | ....   |
| Bay de Noquet and Marquette:          |            |              |                   |               |         |        | Company bonds.....                  | 680,000    | 7           | March & Sept.     | New York.     | 1890    | ....   |
| 1st Mortgage.....                     | 250,000    | 7            | Jan. & July.      | New York.     | 18—     | ....   | Chicago, Cincinnati and Louisv.:    |            |             |                   |               |         |        |
| Bellefontaine:                        |            |              |                   |               |         |        | 1st Mortgage for \$1,000,000.....   | 400,000    | 7           | Jan. & July.      | New York.     | 1887    | ....   |
| 1st Mortgage (B. and Ind. R.R.)..     | 1,225,000  | 7            | Jan. & July.      | New York.     | '70-'90 | ....   | Chicago and Great Eastern:          |            |             |                   |               |         |        |
| 2d Mortgage.....                      | 483,000    | 7            | " & "             | " & "         | 1870    | ....   | 1st Mortgage.....                   | 5,000,000  | 7           | April & Oct.      | New York.     | 1895    | 85½    |
| Bellefonte and Snow Shoe:             |            |              |                   |               |         |        | 1st Mortgage (convertible).....     | 7          | " & "       | " & "             | 1895          | ....    |        |
| 1st Mortgage.....                     | 99,000     | 6            | Jan. & July.      | Philadelphia. | 18—     | ....   | Chicago, Iowa and Nebraska:         |            |             |                   |               |         |        |
| Belvidere Delaware:                   |            |              |                   |               |         |        | 1st Mortgage.....                   | 1,110,000  | 7           | " & "             | New York.     | 1881    | ....   |
| 1st Mortgage (guar. by C. & A.)       | 1,000,000  | 6            | June & Dec.       | New York.     | 1867    | ....   | Chicago and Milwaukee, (45 m's) ..  |            |             |                   |               |         |        |
| 2d Mortgage (guar. by C. & A.)        | 500,000    | 6            | March & Sept.     | Princeton.    | 1885    | 90     | 1st Mortgage (C. and N. W.) ...     | 397,000    | 7           | May & Nov.        | New York.     | 1874    | 80     |
| 3d Mortgage (guar. by C. & A.)        | 745,000    | 6            | Feb. & Aug.       | " & "         | 1877    | 80     | 3d Mortgage (" & ") ..              | 37,900     | 7           | Feb. & Aug.       | " & "         | 1870    | ....   |
| Blue Ridge, S. Car.:                  |            |              |                   |               |         |        | Chicago and Northwestern:           |            |             |                   |               |         |        |
| 1st Mortgage of \$2,500,000.....      | 204,000    | 7            | Jan. & July.      | Charleston.   | 1884    | ....   | Pref. sinking fund b'ds (193 m.) .. | 1,249,500  | 7           | Feb. & Aug.       | New York.     | 1885    | 96½    |
| Boston, Clinton and Fitchburg:        |            |              |                   |               |         |        | Funded Coupons.....                 | 755,000    | 7           | May & Nov.        | " & "         | 1883    | 91     |
| 1st Mort. (Agricultural Br. R.R.)     | 100,000    | 6            | Jan. & July.      | Northboro'.   | 1875    | ....   | General 1st Mortgage.....           | 3,595,500  | 7           | Feb. & Aug.       | " & "         | 1885    | 88½    |
| 1st Mortgage (B. C. and F. R.R.)      | 300,000    | 6            | " & "             | Boston.       | 1886    | ....   | 1st Mortgage, Appleton Ext.....     | 184,000    | 7           | " & "             | " & "         | 1885    | 88½    |
| Boston, Concord and Montreal:         |            |              |                   |               |         |        | 1st Mortgage, Green Bay Ext.....    | 300,000    | 7           | " & "             | " & "         | 1885    | ....   |
| 1st Mort. (Conc. to War. 71 m.) ..    | 200,000    | 7            | Feb. & Aug.       | New York.     | 1865    | ....   | Equipment Bonds.....                | 133,000    | 7           | April & Oct.      | " & "         | 1874    | ....   |
| 2d Mort. conv. (1st M. on 22½ m.)     | 100,000    | 6            | Jan. & July.      | Boston.       | 1870    | ....   | Mississippi River Bridge Bonds.     | 200,000    | 7           | Jan. & July.      | " & "         | 1884    | ....   |
| 2d Mort. conv. (1st M. on 22½ m.)     | 250,000    | 7            | " & "             | New York.     | 1870    | ....   | Elgin and State L. purchase b'ds    | 189,000    | 6           | " & "             | " & "         | 1878    | ....   |
| Sinking Fund Mortgage.....            | 500,000    | 6            | " & "             | Boston.       | 1889    | ....   | Consolidated sinking fund bonds     | 3,422,000  | 7           | F. M. A. & N.     | " & "         | 1915    | 95     |
| Boston, Hartford and Erie:            |            |              |                   |               |         |        | Equipment Bonds.....                | 1,925,000  | 10          | May & Nov.        | " & "         | '68-'71 | ....   |
| 1st Mortgage (old).....               | 600,000    | 7            | March & Sept.     | Boston.       | 1884    | 82½    | 1st Mort. (Gal. & Chic. U. R. R.)   | 1,919,000  | 7           | Feb. & Aug.       | " & "         | 1882    | 101    |
| 1st Mortgage (new).....               | 3,900,000  | 7            | Jan. & July.      | " & "         | 1899    | 63½    | 2d Mort. (Gal. & Chic. U. R. R.)    | 1,029,000  | 7           | May & Nov.        | " & "         | 1875    | ....   |
| Boston and Lowell:                    |            |              |                   |               |         |        | 1st Mortgage (Peninsula R.R.)..     | 1,075,000  | 7           | March & Sept.     | " & "         | 1893    | ....   |
| Company bonds (no mortgage) ..        | 440,000    | 6            | Jan. & July.      | Boston.       | 1873    | ....   | 1st Mort. (Chi. & Mil. R. W. 85 m.) | 1,098,000  | 7           | Jan. & July.      | " & "         | 1898    | 89     |
| Company bonds (no mortgage) ..        | 200,000    | 6            | April & Oct.      | " & "         | 1879    | 98½    | 1st Mortgage (Beloit & Mad. R.)     | 372,000    | 7           | " & "             | " & "         | 1888    | ....   |
| Company bonds (no mortgage) ..        | 304,600    | 6            | " & "             | " & "         | 1887    | ....   | Chicago, Rock Island and Pacific:   |            |             |                   |               |         |        |
| Boston and Providence:                |            |              |                   |               |         |        | 1st Mortgage (C. & R. I. R.R.)..    | 1,397,000  | 7           | Jan. & July.      | New York.     | 1870    | 101    |
| Company bonds (no mortgage) ..        | 94,382     | 6            | April & Oct.      | Boston.       | 68-'77  | ....   | 1st Mort. (C. R. I. and P. R. R.)   | 6,699,000  | 7           | " & "             | " & "         | 1895    | 94     |
| Buffalo, Bradford and Pittsburg:      |            |              |                   |               |         |        | Cin. & Chic. A.L.C.C. & L.C.R.R.):  |            |             |                   |               |         |        |
| 1st Mortgage.....                     | 1,766,000  | 7            | Jan. & July.      | New York.     | 1886    | ....   | 1st Mortgage.....                   | 7          | Feb. & Aug. | New York.         | 1890          | ....    |        |
| Buffalo, Corry and Pittsburg:         |            |              |                   |               |         |        | Sinking Fund.....                   | 7          | May & Nov.  | " & "             | 1896          | ....    |        |
| 1st Mortgage (B. C. & P. of Pa.)      | 100,000    | 7            | Jan. & July.      | Pittsburg.    | 18—     | ....   | Cincinnati, Dayton and Eastern:     |            |             |                   |               |         |        |
| 1st Mort. (Buff. & O.C. Cross-cut)    | 600,000    | 7            | " & "             | New York.     | 18—     | ....   | 1st Mortgage.....                   | 465,000    | 7           | Feb. & Aug.       | New York.     | 1896    | ....   |
| Buffalo and Erie:                     |            |              |                   |               |         |        | Cincinnati, Hamilton and Dayton:    |            |             |                   |               |         |        |
| Co. bonds (Buff. and State Line)      | 400,000    | 7            | June & Dec.       | New York.     | 1870    | ....   | 2d Mortgage (1st Mort. paid).....   | 1,250,000  | 7           | May & Nov.        | New York.     | 1890    | ....   |
| Co. bonds (Buff. and State Line)      | 100,000    | 7            | May & Nov.        | " & "         | 1873    | ....   | 3d Mortgage.....                    | 500,000    | 8           | Jan. & July.      | " & "         | 1885    | ....   |
| Co. bonds (Buff. and State Line)      | 200,000    | 7            | Jan. & July.      | " & "         | 1882    | ....   | Cincinnati and Indiana:             |            |             |                   |               |         |        |
| Co. bonds (Erie and Northeast) ..     | 300,00     |              |                   |               |         |        |                                     |            |             |                   |               |         |        |

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.                 | Amount.   | Rate. | Interest Payable. |               | Due.     | Price. | Description of Bonds.              | Amount.     | Rate. | Interest Payable. |               | Due. | Price. |
|---------------------------------------|-----------|-------|-------------------|---------------|----------|--------|------------------------------------|-------------|-------|-------------------|---------------|------|--------|
|                                       |           |       | When.             | Where.        |          |        |                                    |             |       | When.             | Where.        |      |        |
| Cleveland, Painesv. and Ashts.:       |           |       |                   |               |          |        | Erie:                              |             |       |                   |               |      |        |
| 1st Mortgage.....                     | \$500,000 | 7     | Jan. & July.      | New York.     | 1874     | 91½    | 1st Mortgage.....                  | \$3,000,000 | 7     | May & Nov.        | New York.     | 1877 | 102    |
| 2d Mortgage.....                      | 1,000,000 | 7     | " "               | " "           | 1881     |        | 2d Mortgage.....                   | 4,000,000   | 7     | March & Sept.     | " "           | 1879 | 98     |
| 3d Mortgage.....                      | 1,000,000 | 7     | April & Oct.      | " "           | 1888     | 92     | 3d Mortgage.....                   | 6,000,000   | 7     | " "               | " "           | 1883 | 92     |
| Cleveland and Toledo:                 |           |       |                   |               |          |        | 4th Mortgage.....                  | 4,441,000   | 7     | April & Oct.      | " "           | 1880 | 87     |
| 1st Mort. (June R. R. 1st Div.)       | 27,000    | 7     | April & Oct.      | New York.     | 1867     |        | 5th Mortgage.....                  | 926,500     | 7     | June & Dec.       | " "           | 1888 | 82½    |
| 1st Mort. (June R. R. 2d Div.)        | 126,000   | 7     | June & Dec.       | " "           | 1882     |        | Buffalo Branch Bonds               | 186,400     | 7     | Jan. & July.      | " "           | 1891 |        |
| 1st Mortgage (Clev. and Tol.)         | 692,000   | 7     | April & Oct.      | " "           | 1886     |        | Sterling Loan £800,000             | 3,876,520   | 7*    | March & Sept.     | London.       | 1875 |        |
| 1st Mortgage S. F. (Clev. & Tol.)     | 2,021,000 | 7     | Jan. & July.      | " "           | 1885     | 99½    | Erie and Pittsburgh:               |             |       |                   |               |      |        |
| Columbia and Augusta:                 |           |       |                   |               |          |        | 1st Mortgage.....                  | 900,000     | 7     | Jan. & July.      | Philadelphia. | 1882 |        |
| 1st Mortgage for \$1,000,000.         | 650,000   | 7     | Jan. & July.      | New York.     | 1888     |        | 2d Mortgage for \$700,000.         | 370,200     | 7     | April & Oct.      | " "           | 1875 |        |
| Columbus, Chicago & Ind. Cent.:       |           |       |                   |               |          |        | Evansville and Crawfordsville:     |             |       |                   |               |      |        |
| Trust Mort. S. F. for \$15,000,000.   |           | 7     | April & Oct.      | New York.     | 1908     | 85½    | 1st Mortgage of 1852               | 350,000     | 7     | Jan. & July.      | New York.     | 1869 |        |
| Columbus and Indiana Central:         |           |       |                   |               |          |        | 1st Mortgage of 1854               | 740,000     | 7     | May & Nov.        | " "           | 1869 |        |
| 1st Mortgage.....                     | 3,200,000 | 7     | May & Nov.        | New York.     | 1904     | 81     | Rockville Extension 1st Mort.      | 150,000     | 7     | Feb. & Aug.       | " "           | 1881 |        |
| 2d Mortgage.....                      | 816,000   | 7     | " "               | " "           | 18—      |        | Fall River, Warren & Providence:   |             |       |                   |               |      |        |
| Income Bonds                          | 1,500,000 | 7     | " "               | " "           | 18—      |        | 1st Mortgage.....                  | 200,000     | 7     | " "               | Providence.   | 18—  |        |
| Columbus and Xenia:                   |           |       |                   |               |          |        | Flemington:                        |             |       |                   |               |      |        |
| 1st Mortgage for \$500,000            | 248,000   | 7     | March & Sept.     | Columbus.     | 1890     |        | 1st Mortgage, guaranteed.          | 100,000     | 6     | " "               | Princeton.    | 18—  |        |
| Connecticut and Passumpsic Riv.:      |           |       |                   |               |          |        | Flint and Pere Marquette:          |             |       |                   |               |      |        |
| 1st Mortgage for \$500,000            | 573,800   | 6     | June & Dec.       | Boston.       | 1876     | 99     | 1st Mortgage.....                  | 815,000     | 7     | " "               | New York.     | 18—  |        |
| Notes                                 | 300,000   | 7     | " "               | " "           | 1876     |        | Galena and Chicago Union:          |             |       |                   |               |      |        |
| Connecticut River:                    |           |       |                   |               |          |        | 1st Mortgage.....                  | 1,919,000   | 7     | Feb. & Aug.       | New York.     | 1889 | 100    |
| 1st Mortgage.....                     | 250,000   | 6     | March & Sept.     | Boston.       | 1878     | 98     | 2d Mortgage.....                   | 1,029,000   | 7     | May & Nov.        | " "           | 1875 |        |
| Connecting:                           |           |       |                   |               |          |        | Mississippi Bridge                 | 200,000     | 7     | Jan. & July.      | " "           | 1884 |        |
| 1st Mortgage guaranteed.              | 1,000,000 | 6     | Jan. & July.      | Philadelphia. | 1896     | 86     | Grand Rapids and Indiana:          |             |       |                   |               |      |        |
| Council Bluffs and St. Joseph:        |           |       |                   |               |          |        | 1st Mortgage.....                  | 167,000     | 7     | Jan. & July.      | New York.     | 1886 |        |
| 1st Mortgage.....                     | 500,000   | 7     | Jan. & July.      | New York.     | 1887     |        | Grand River Valley:                |             |       |                   |               |      |        |
| Cumberland Coal and Iron:             |           |       |                   |               |          |        | 1st Mortgage, guaranteed.          | 100,000     | 8     | Jan. & July.      | New York.     | 18—  |        |
| Bonds of Nov., 1852.                  | 397,000   | 6     | Jan. & July.      | New York.     | 1869     |        | Grand Trunk (Can.):                |             |       |                   |               |      |        |
| Bonds of Feb., 1864.                  | 89,000    | 6     | Feb. & Aug.       | " "           | 1869     |        | 1st Preference Bonds               | 12,573,661  | 5*    | Jan. & July.      | London.       | 18—  |        |
| Bonds of July, 1867.                  | 93,000    | 6     | " "               | " "           | 1877     |        | 2d Preference Bonds                | 7,355,986   | 5*    | " "               | " "           | 18—  |        |
| Cumberland and Pennsylvania:          |           |       |                   |               |          |        | 3d Preference Stock                | 3,414,094   | 4*    | " "               | " "           | 18—  |        |
| 1st Mortgage for \$1,000,000.         | 808,000   | 6     | March & Sept.     | New York.     | 1891     |        | 4th Preference Stock               | 25,592,860  | 4*    | " "               | " "           | 18—  |        |
| Cumberland Valley:                    |           |       |                   |               |          |        | Equipment Bonds                    | 2,433,333   | 6*    | April & Oct.      | " "           | 18—  |        |
| 1st Mortgage.....                     | 161,000   | 8     | April & Oct.      | Philadelphia. | 1904     |        | Postal and Military bonds.         | 5,840,000   | var   | Feb. & Aug.       | " "           | 18—  |        |
| 2d Mortgage.....                      | 109,500   | 8     | " "               | " "           | 1904     |        | Great Western of Canada:           |             |       |                   |               |      |        |
| Company's Bonds                       | 85,300    | 6     | " "               | Harrisburg.   | 18—      |        | Government Loan £573,688.          | 2,782,387   | 6*    | " "               | Ottawa.       | 18—  |        |
| Danbury and Norwalk:                  |           |       |                   |               |          |        | Mortgage Bonds £615,200            | 2,983,720   | 6*    | " "               | London.       | 18—  |        |
| 1st Mortgage.....                     | 100,000   | 7     | Jan. & July.      | New York.     | 1870-80  |        | Mortgage Bonds £547,000            | 2,652,950   | 5*    | " "               | " "           | 18—  |        |
| Dayton and Michigan:                  |           |       |                   |               |          |        | Stock Debentures £46,700           | 226,500     | 5*    | " "               | " "           | 18—  |        |
| 1st Mortgage.....                     | 283,000   | 7     | Jan. & July.      | New York.     | 1867     |        | Great Western of Illinois:         |             |       |                   |               |      |        |
| 2d Mortgage.....                      | 2,589,000 | 7     | " "               | " "           | 1881     |        | 1st Mortgage (W. Div.)             | 1,000,000   | 10    | April & Oct.      | New York.     | 1868 |        |
| 3d Mortgage.....                      | 642,000   | 7     | March & Sept.     | " "           | 1884     |        | 1st Mortgage (E. Div.)             | 45,000      | 7     | Feb. & Aug.       | " "           | 1888 |        |
| Toledo Depot Bonds.                   | 169,500   | 7     | " "               | " "           | 1881-94  |        | 1st Mortgage (General)             | 2,500,000   | 7     | " "               | " "           | 1888 | 79     |
| Dayton and Union:                     |           |       |                   |               |          |        | 2d Mortgage.....                   | 2,500,000   | 7     | May & Nov.        | " "           | 1893 | 89     |
| 1st Mortgage, registered              | 149,000   | 7     | March & Sept.     | New York.     | 1879     |        | Greenville and Columbia:           |             |       |                   |               |      |        |
| 2d Mortgage.....                      | 135,000   | 7     | June & Dec.       | " "           | 1879     |        | State guaranteed bonds             | 550,000     | 6     | Jan. & July.      | Charleston.   | 18—  | 37     |
| Income Bonds                          | 251,000   | 6     | " "               | " "           | 1879 aft |        | 1st Mortgage.....                  | 1,000,000   | 7     | " "               | New York.     | 18—  |        |
| Dayton and Western:                   |           |       |                   |               |          |        | Hannibal and St. Joseph:           |             |       |                   |               |      |        |
| 1st Mortgage.....                     | 275,000   | 7     | March & Sept.     | New York.     | 1882     |        | State Loan of 1851                 | 1,500,000   | 6     | Jan. & July.      | New York.     | 1881 | 87     |
| 2d Mortgage.....                      | 463,000   | 6     | June & Dec.       | " "           | 1882     |        | State Loan of 1855                 | 1,500,000   | 6     | " "               | " "           | 1885 |        |
| Delaware:                             |           |       |                   |               |          |        | Land Mort. of 1863 for \$3,400,000 | 2,300,000   | 7     | April & Oct.      | " "           | 1888 | 108    |
| 1st Mortgage.....                     | 500,000   | 6     | Jan. & July.      | Philadelphia. | 1875     | 90     | Convertible bonds of 1863.         | 800,000     | 7     | Jan. & July.      | " "           | 1883 | 110    |
| Guaranteed Bonds.....                 | 100,000   | 6     | " "               | " "           | 1875     |        | Six year bonds of 1865             | 1,000,000   | 10    | " "               | " "           | 1872 |        |
| State Loan.....                       | 170,000   | 6     | " "               | " "           | 1876     |        | Harrisburg and Lancaster:          |             |       |                   |               |      |        |
| Delaware, Lackawann. & Western:       |           |       |                   |               |          |        | 1st Mortgage, guaranteed.          | 700,000     | 6     | Jan. & July.      | Philadelphia. | 1883 | 90     |
| 1st Mort. (L. & W.) for \$900,000.    | 564,000   | 7     | Jan. & July.      | New York.     | 1871     | 95     | Hartford and New Haven:            |             |       |                   |               |      |        |
| 1st Mort. (East. Ext.) \$1,500,000.   | 1,111,000 | 7     | April & Oct.      | " "           | 1875     | 98     | 1st Mortgage.....                  | 927,000     | 6     | Jan. & July.      | New York.     | 1873 | 94     |
| 2d Mort. (General) for \$2,000,000.   | 1,633,000 | 7     | March & Sept.     | " "           | 1881     | 96½    | Hartford, Providence and Fishkill: |             |       |                   |               |      |        |
| Des Moines Valley:                    |           |       |                   |               |          |        | 1st Mort. (R. Island 26.32 m.)     | 481,000     | 7     | Jan. & July.      | Hartford.     | 1876 |        |
| 1st Mortgage (on 154 miles).....      | 2,310,000 | 8     | April & Oct.      | New York.     | 1877     |        | 1st Mort. (Connecticut 96.04 m.)   | 1,574,500   | 7     | " "               | " "           | 1876 |        |
| Income Bonds.....                     | 462,000   | 7     | Jan. & July.      | " "           | 1884     |        | Hempfield:                         |             |       |                   |               |      |        |
| Detroit and Milwaukee:                |           |       |                   |               |          |        | 1st Mortgage.....                  | 500,000     | 6     | Jan. & July.      | Philadelphia. | 18—  |        |
| 1st Mortgage, convertible.....        | 2,500,000 | 7     | May & Nov.        | New York.     | 1875     |        | Housatonic:                        |             |       |                   |               |      |        |
| 2d Mortgage.....                      | 1,000,000 | 8     | " "               | " "           | 1884     |        | 1st Mortgage.....                  | 191,000     | 6     | Jan. & July.      | Bridgeport.   | 1877 |        |
| 1st Mortgage Funded Coupons           | 628,525   | 7     | Jan. & July.      | " "           | 1875     |        | 2d Mortgage.....                   | 96,000      | 7     | " "               | " "           | 1885 |        |
| 2d Mortgage Funded Coupons            | 377,115   | 7     | May & Nov.        | " "           | 1875     |        | Houston and Texas Central:         |             |       |                   |               |      |        |
| Bonds of June 30, 1866, (cond.)       | 1,837,789 | 7     | " "               | " "           | 1886     |        | Texas State Loan, sinking fund.    | 432,000     | 6     | April & Oct.      | New York.     | 1876 | 60     |
| Detroit, Mon. & Tol. (M.S. & N.L.)    |           |       |                   |               |          |        | 1st Mortgage.....                  | 1,360,000   | 7     | Jan. & July.      | " "           | 1866 |        |
| 1st Mortgage.....                     | 924,000   | 7     | Feb. & Aug.       | New York.     | 1876     |        | Land Mort. S. F. (\$20,000 p. m.)  |             | 6     | " "               | " "           | 1891 |        |
| Detroit and Pontiac (Det. & Mil.)     |           |       |                   |               |          |        | Hudson River:                      |             |       |                   |               |      |        |
| 1st Mortgage.....                     | 250,000   | 7     | Jan. & July.      | New York.     | 1878     |        | 1st Mortgage.....                  | 110,000     | 6     | Feb. & Aug.       | New York.     | 1869 |        |
| 2d Mortgage.....                      | 260,000   | 8     | Feb. & Aug.       | " "           | 1886     |        | 1st Mortgage.....                  | 1,954,000   | 7     | " "               | " "           | 1869 | 100    |
| Dubuque and Sioux City:               |           |       |                   |               |          |        | 1st Mortgage.....                  | 1,936,000   | 7     | " "               | " "           | 1870 |        |
| 1st Mortgage (1st Division).....      | 300,000   | 7     | Jan. & July.      | New York.     | 1883     | 92½    | 2d Mortgage, sinking fund.....     | 2,000,000   | 7     | June & Dec.       | " "           | 1885 | 106    |
| 1st Mortgage (construction).....      | 660,000   | 7     | " "               | " "           | 1894     |        | 3d Mortgage.....                   | 183,000     | 7     | May & Nov.        | " "           | 1875 |        |
| Sinking Fund (convertible).....       | 1,000,000 | 7     | May & Nov.        | " "           | 1888     |        | Huntington and Broad Top Mt.:      |             |       |                   |               |      |        |
| Dubuque Southwestern:                 |           |       |                   |               |          |        | 1st Mortgage.....                  | 416,000     | 7     | April & Oct.      | Philadelphia. | 1870 |        |
| 1st Mortgage, preferred.....          | 100,000   | 7     | Jan. & July.      | New York.     | 1895     |        | 2d Mortgage.....                   | 367,500     | 7     | Feb. & Aug.       | " "           | 1875 |        |
| 2d Mortgage, ordinary.....            | 450,000   | 7     | " "               | " "           | 1895     |        | Consol. Mortgage.....              | 723,245     | 7     | April & Oct.      | " "           | 1895 |        |
| East Brandywine & Waynesboro:         |           |       |                   |               |          |        | Illinois Central:                  |             |       |                   |               |      |        |
| 1st Mortgage.....                     | 168,000   | 7     | Feb. & Aug.       | Philadelphia. | 1882     |        | Construction.....                  | 5,090,500   | 7     | April & Oct.      | New York.     | 1875 | 115    |
| Eastern:                              |           |       |                   |               |          |        | Construction.....                  | 2,499,000   | 6     | " "               | " "           | 1875 |        |
| State Loan (1st Lien).....            | 250,000   | 5     | J. A. J. & O.     | Boston.       | 1872     | 72     | Redemption.....                    | 2,563,000   | 6     | " "               | " "           | 1890 |        |
| 2d Mortgage, (convert. sterling)..... | 420,000   | 5*    | Jan. & July.      | London.       | 1872     |        | Redemption, sterling.....          | 363,000     | 6*    | " "               | London.       | 1875 |        |
| 2d Mortgage, convertible.....         | 739,000   | 6     | Feb. & Aug.       | Boston.       | 1874     | 95½    | Illinois and Southern Iowa:        |             |       |                   |               |      |        |
| 1st Mortgage, (Essex Railroad).....   | 214,400   | 6     | Jan. & July.      | " "           | 1876     |        | 1st Mortgage.....                  | 300,000     | 7     | Feb. & Aug.       | New York.     | 1882 |        |
| East Pennsylvania:                    |           |       |                   |               |          |        | Indianapolis, Cin. and Lafayette:  |             |       |                   |               |      |        |
| 1st Mortgage, Sinking Fund.....       | 574,900   | 7     | April & Oct.      | Philadelphia. | 1888     |        | 1st Mortgage (Ind. and Cin.)       | 500,000     | 7     | Jan. & July.      | New York.     | 1866 |        |
| East Tennessee and Georgia:           |           |       |                   |               |          |        | Indianapolis and Madison:          | 612,000     | 7     | May & Nov.        | New York.     | 1881 |        |
| Tennessee Loan (old).....             | 1,037,000 | 6     | Jan. & July.      | New York.     | 1882     |        | 1st Mortgage.....                  | 1,495,000   | 8     | Jan. & July.      | New York.     | 1884 | 99½    |
| Tennessee Loan (1866).....            | 449,830   | 6     | " "               | " "           | 1869     |        | Jeffersonville (J. M. & L.):       |             |       |                   |               |      |        |
| Mortgage (old).....                   | 643,000   | 6     | " "               | " "           | 1880     |        | 1st Mortgage.....                  | 397,000     | 7     | March & Sept.     | New York.     | 1861 |        |
| Mortgage (new).....                   | 124,900   | 7     | " "               | " "           | 1880     |        | 2d Mortgage.....                   |             | 7     | April & Oct.      | " "           | 1873 |        |
| East Tennessee and Virginia:          |           |       |                   |               |          |        | Jeffersonville, Madison & Indian:  |             |       |                   |               |      |        |
| Tennessee Loan (old).....             | 1,599,000 | 6     | Jan. & July.      | New York.     | 1888     |        | 1st Mortgage.....                  | 1,980,000   | 7     | April & Oct.      | New York.     | 1906 |        |
| Tennessee Loan (1866).....            | 600,000   | 6     | " "               | " "           | 1898     |        | Louisville Loan (endorsement)..... | 150,000     | 6     | " "               | " "           | 1882 |        |
| Tennessee endorsed bonds.....         | 185,000   | 6     | " "               | " "           | 18—      |        | Joliet and Chicago:                |             |       |                   |               |      |        |
| Edgfield and Kentucky:                |           |       |                   |               |          |        | 1st Mortgage, guaranteed, S. F.    | 500,000     | 8     | Jan. & July.      | New York.     | 1874 |        |
| Tennessee Loan.....                   | 870,000   | 6     | Jan. & July.      | New York.     | 18—      |        | Joliet and Northern Indiana:       |             |       |                   |               |      |        |
| Elmira and Williamsport:              |           |       |                   |               |          |        | 1st Mortgage, guaranteed.....      | 800,000     | 8     | Jan. & July.      | New York.     | 1883 |        |
| 1st Mortgage.....                     | 1,050,000 | 7     | Jan. & July.      | Philadelphia. | 1880     | 91½    | Junction, Philadelphia:            |             |       |                   |               |      |        |
| Plain Bonds.....                      | 670,000   | 6     | April & Oct.      | " "           | 1872     | 60     | 1st Mortgage, guaranteed.....      | 800,000     | 6     | April & Oct.      | Philadelphia. | 1896 |        |
| European and North American:          |           |       |                   |               |          |        |                                    |             |       |                   |               |      |        |
| 1st Mortgage, S. F., £411,000         |           | 6*    | Jan. & July.      | London.       | 18—      |        |                                    |             |       |                   |               |      |        |

AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.               | Amount.   | Rate. | Interest Payable. |               | Due.    | Price. |  | Description of Bonds.                | Amount.   | Rate. | Interest Payable. |               | Due.    | Price. |
|-------------------------------------|-----------|-------|-------------------|---------------|---------|--------|--|--------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
|                                     |           |       | When.             | Where.        |         |        |  |                                      |           |       | When.             | Where.        |         |        |
| Kentucky Central:                   |           |       |                   |               |         |        |  | Mississippi and Tennessee:           |           |       |                   |               |         |        |
| 1st Mort. (Covington & Lexing.)     | \$128,000 | 7     | — & —             | New York.     | 1872    | ....   |  | 1st Mortgage                         | \$600,000 | 7     | April & Oct.      | New York.     | 1876    | ....   |
| 2d Mortgage (do.)                   | 844,000   | 7     | — & —             | "             | 1882    | ....   |  | 2d Mortgage for \$1,300,000          | 850,000   | 8     | Jan. & July.      | "             | 1870    | ....   |
| 3d Mortgage (do.)                   | 236,000   | 7     | — & —             | "             | 1885    | ....   |  | Tennessee State Loan                 | 317,800   | 6     | "                 | "             | 1892    | ....   |
| Keokuk and St. Paul:                |           |       |                   |               |         |        |  | Mobile and Girard:                   |           |       |                   |               |         |        |
| 1st Mortgage, sinking fund, conv.   | 400,000   | 8     | May & Nov.        | New York.     | 1887    | ....   |  | 1st Mortgage Bonds                   | \$250,000 | 6     | — & —             | —             | 18—     | ....   |
| Income                              | 100,000   | 7     | "                 | "             | 1887    | ....   |  | Mobile and Ohio:                     |           |       |                   |               |         |        |
| Knoxville and Charleston:           |           |       |                   |               |         |        |  | 1st Mortgage, Sterling               | 4,593,000 | 6*    | May & Nov.        | London.       | 1882    | ....   |
| Tenn. State Loan                    | 450,000   | 6     | Jan. & July.      | New York.     | 1898    | ....   |  | 2d Mortgage, Sterling                | 1,600,800 | 6*    | Jan. & July.      | Mobile.       | 1882    | 62     |
| Knoxville and Kentucky:             |           |       |                   |               |         |        |  | Tennessee Loans                      | 388,900   | 6     | Jan. & July.      | New York.     | 1891    | ....   |
| Tenn. State Loan (old)              | 1,310,000 | 6     | Jan. & July.      | New York.     | 1890    | ....   |  | Income of '61, '62, '65 and '67      | 656,421   | 8     | May & Nov.        | Mobile.       | 1867    | 19     |
| Tenn. State Loan (new)              | 800,000   | 6     | "                 | "             | 1898    | ....   |  | Liquidation (10 year) bonds          | 697,900   | 8     | "                 | New York.     | 1876    | ....   |
| Lackawanna and Bloomsburg:          |           |       |                   |               |         |        |  | Interest bonds                       |           |       |                   | Mobile.       | 1882    | 38     |
| 1st Mortgage                        |           | 7     | Jan. & July.      | New York.     | 1875    | ....   |  | Montgomery and Eufala:               |           |       |                   |               |         |        |
| 1st Mortgage (Extension)            |           | 7     | March & Sept.     | Philadelphia. | 1885    | ....   |  | 1st Mortgage, endorsed by Ala.       | 129,000   | 8     | March & Sept.     | New York.     | 1886    | ....   |
| 2d Mortgage                         |           | 7     | April & Oct.      | "             | 1880    | ....   |  | Montgomery and West Point:           |           |       |                   |               |         |        |
| 2d Mortgage (Extension)             |           | 7     | May & Nov.        | "             | 1890    | ....   |  | Income Bonds                         | 100,000   | 8     | Jan. & July.      | New York.     | 1870    | ....   |
| Lake Erie and Louisville:           |           |       |                   |               |         |        |  | Income Bonds                         | 306,900   | 8     | "                 | "             | 1876    | ....   |
| 1st Mortgage for \$1,600,000        | 500,000   | 7     | Jan. & July.      | New York.     | 1893    | ....   |  | Mortgage Bonds                       | 719,500   | 8     | "                 | "             | 1881    | 92     |
| Lehigh and Lackawanna:              |           |       |                   |               |         |        |  | Morris and Essex:                    |           |       |                   |               |         |        |
| 1st Mortgage (tax free)             | 200,000   | 7     | Feb. & Aug.       | Philadelphia. | 1897    | ....   |  | 1st Mortgage, Sinking Fund           | 5,000,000 | 7     | May & Nov.        | New York.     | 1914    | 97½    |
| Lexington and Frankfort:            |           |       |                   |               |         |        |  | 2d Mortgage                          | 3,000,000 | 7     | Feb. & Aug.       | "             | 1891    | 90½    |
| 1st Mortgage                        | 44,000    | 6     | Jan. & July.      | Lexington.    | '00-'74 | ....   |  | Nashville and Chattanooga:           |           |       |                   |               |         |        |
| Lehigh Valley:                      |           |       |                   |               |         |        |  | 1st Mortgage, endorsed by Tenn.      | 1,502,000 | 6     | Jan. & July.      | New York.     | 18—     | ....   |
| 1st Mort. (exchangeable for new)    | 1,437,000 | 6     | May & Nov.        | Philadelphia. | 1873    | 92½    |  | Tenn. State Loan                     | 150,000   | 6     | "                 | "             | 18—     | ....   |
| New Mortgage, free of taxes         | 1,000,000 | 6     | June & Dec.       | "             | 1898    | 94½    |  | Tenn. Coupons Funded                 | 426,270   | 6     | "                 | "             | 18—     | ....   |
| Little Miami:                       |           |       |                   |               |         |        |  | Nashville and Decatur:               |           |       |                   |               |         |        |
| 1st Mortgage                        | 1,439,000 | 6     | May & Nov.        | New York.     | 1883    | ....   |  | Tenn. State Loan                     | 2,115,176 | 6     | Jan. & July.      | New York.     | '88-'90 | ....   |
| Cincinnati Loan                     | 100,000   | 6     | "                 | Cincinnati.   | 1880    | ....   |  | Income Bonds (Tenn. and Ala.)        | 205,000   | 6     | April & Oct.      | Nashville.    | 1870    | ....   |
| Little Schuylkill:                  |           |       |                   |               |         |        |  | Nashville and Northwestern:          |           |       |                   |               |         |        |
| 1st Mortgage, sinking fund          | 847,500   | 7     | April & Oct.      | Philadelphia. | 1877    | 95½    |  | Tenn. State Loan                     | 2,672,000 | 6     | Jan. & July.      | New York.     | '88-'94 | ....   |
| Long Island:                        |           |       |                   |               |         |        |  | 2d Mortgage                          | 792,000   | 6     | "                 | "             | '71-'83 | ....   |
| 1st Mortgage                        | 500,000   | 6     | Jan. & July.      | New York.     | 1870    | ....   |  | Naugatuck:                           |           |       |                   |               |         |        |
| Hunter's Point Extension            | 175,000   | 7     | Feb. & Aug.       | "             | 1890    | ....   |  | 1st Mortgage, Convertible            | 246,000   | 7     | Jan. & July.      | Bridgeport.   | 1876    | ....   |
| Glen Cove Branch                    | 150,000   | 6     | May & Nov.        | "             | 1893    | ....   |  | Newark and New York:                 |           |       |                   |               |         |        |
| Louisville, Cincin. and Lexington:  |           |       |                   |               |         |        |  | 1st Mortgage                         | 600,000   | ....  | — & —             | New York.     | 18—     | ....   |
| 1st Mortgage for \$3,000,000        | 2,116,000 | 7     | Jan. & July.      | New York.     | 1897    | ....   |  | New Bedford and Taunton:             |           |       |                   |               |         |        |
| Louisville and Frankfort:           |           |       |                   |               |         |        |  | 1st Mortgage                         | 174,000   | 6     | Jan. & July.      | Boston.       | 1881    | ....   |
| 1st Mortgage                        | 108,000   | 6     | Jan. & July.      | New York.     | '00-'78 | ....   |  | New Brunswick and Canada:            |           |       |                   |               |         |        |
| Louisville Loan                     | 100,000   | 6     | "                 | "             | 1881    | ....   |  | 1st Mortgage, Sterling               | 1,100,000 | 6*    | May & Nov.        | London.       | 1897    | ....   |
| Louisville and Nashville:           |           |       |                   |               |         |        |  | Newcastle and Beaver Valley:         |           |       |                   |               |         |        |
| 1st Mortgage, Main Stem             | 1,515,000 | 7     | Jan. & July.      | New York.     | '60-'77 | ....   |  | 1st Mortgage for \$150,000           | 125,000   | 7     | May & Nov.        | Philadelphia. | 1882    | ....   |
| 1st Mortgage, Memphis Branch        | 267,000   | 7     | May & Nov.        | "             | '70-'75 | ....   |  | 2d Mortgage for \$100,000            | 39,200    | 7     | March & Sept.     | "             | 1877    | ....   |
| 1st Mortgage, Bardonia Branch       | 27,500    | 7     | Jan. & July.      | "             | 1870    | ....   |  | New Haven and Northampton:           |           |       |                   |               |         |        |
| 1st Mort. Lebanon Branch Ext.       | 600,000   | 7     | May & Nov.        | "             | '80-'85 | ....   |  | 1st Mortgage                         | 450,000   | 7     | Jan. & July.      | New Haven.    | 1869    | ....   |
| Louisville Loan, Main Stem          | 849,000   | 6     | April & Oct.      | "             | '86-'87 | ....   |  | 1st Mort. (Hamps. & Hampd.)          | 200,000   | 6     | April & Oct.      | "             | 1874    | ....   |
| Louisville Loan, Lebanon Br.        | 225,000   | 6     | May & Nov.        | "             | 1886    | ....   |  | New Jersey:                          |           |       |                   |               |         |        |
| Louisville Loan, Leb. Br. Ext.      | 600,000   | 6     | April & Oct.      | "             | 1893    | ....   |  | Company Bonds (var. issues)          | 850,000   | 6     | Feb. & Aug.       | New York.     | '73-'87 | 93     |
| Consolid. 1st mort. for \$8,000,000 |           | 7     | "                 | "             | 1893    | ....   |  | New London Northern:                 |           |       |                   |               |         |        |
| Louisville, N. Albany & Chicago:    |           |       |                   |               |         |        |  | 1st Mortgage                         | 60,000    | 7     | Jan. & July.      | New London.   | 1875    | ....   |
| 1st Mort., New Albany & Salem       | 2,235,000 | 6     | — & —             | New York.     | 18—     | ....   |  | 1st Mortgage, Extension              | 370,000   | 7     | March & Sept.     | "             | 1885    | ....   |
| Macon and Brunswick:                |           |       |                   |               |         |        |  | N. Orleans, Jackson & Gt. North:     |           |       |                   |               |         |        |
| 1st Mort. endorsed by Georgia       | 100,000   | 7     | Jan. & July.      | New York.     | 1887    | ....   |  | 1st Mortgage for \$3,000,000         | 2,741,000 | 8     | Jan. & July.      | New York.     | 1886    | 78     |
| McMinnville and Manchester:         |           |       |                   |               |         |        |  | 2d Mortgage for \$3,000,000          | 1,019,000 | 8     | "                 | "             | 1890    | 70     |
| Tenn. State Loan                    | 772,000   | 6     | Jan. & July.      | New York.     | ....    | ....   |  | N. Orleans, Opelousas & Gt. Wm:      |           |       |                   |               |         |        |
| Mahanoy and Broad Mountain:         |           |       |                   |               |         |        |  | 1st Mort. construction (80 m.)       | 1,903,000 | 8     | April & Oct.      | New York.     | 1889    | 46     |
| 1st Mortgage                        | 250,000   | 6     | Jan. & July.      | Philadelphia. | 1884    | ....   |  | 2d Mort. (F.) for \$1,000,000 (80m.) | 40,000    | 8     | Jan. & July.      | "             | 1887    | ....   |
| Maine Central:                      |           |       |                   |               |         |        |  | New York Central:                    |           |       |                   |               |         |        |
| \$1,100,000 Loan                    | 1,095,000 | 6*    | Feb. & Aug.       | Boston.       | '90-'01 | ....   |  | Premium, Sinking Fund Bonds          | 6,189,954 | 6     | May & Nov.        | New York.     | 1883    | 90½    |
| \$400,000 Loan                      | 315,200   | 6     | June & Dec.       | "             | '70-'71 | ....   |  | Funding, Sinking Fund Bonds          | 1,514,000 | 7     | Feb. & Aug.       | "             | 1876    | 105    |
| Bangor City Loan                    | 660,000   | 6     | April & Oct.      | "             | 1874    | ....   |  | Bonds for B. & N. Falls R.R. Co.     | 77,000    | 6     | May & Nov.        | "             | 1883    | ....   |
| 2d Mort. (Penob. & Ken. R. R.)      | 300,000   | 6     | Feb. & Aug.       | Bangor.       | 1870    | ....   |  | Bonds for railroad stocks            | 594,000   | 6     | "                 | "             | 1883    | ....   |
| Marietta and Cincinnati:            |           |       |                   |               |         |        |  | Bonds for real estate                | 165,000   | 6     | "                 | "             | 1883    | ....   |
| 1st Mortgage                        | 2,368,385 | 7     | Feb. & Aug.       | Baltimore.    | 1892    | 89     |  | Bonds and mortgages                  | 176,865   | 7     | various.          | "             | var.    | ....   |
| 1st Mortgage, Sterling              | 1,000,000 | 7*    | May & Nov.        | London.       | 1892    | ....   |  | Convertible bonds                    | 453,000   | 7     | Feb. & Aug.       | "             | 1876    | 120    |
| 2d Mortgage                         | 520,000   | 7     | "                 | Baltimore.    | 1896    | 72½    |  | Renewal bonds of 1898                | 2,900,000 | 6     | June & Dec.       | "             | 1887    | 94     |
| Scioto and Hocking Valley           | 300,000   | 7     | "                 | "             | 1896    | ....   |  | New York and Flushing:               |           |       |                   |               |         |        |
| Memphis and Charleston:             |           |       |                   |               |         |        |  | 1st Mortgage                         | 125,000   | 7     | — & —             | New York.     | 18—     | ....   |
| Tenn. State Loan                    | 1,595,530 | 6     | Jan. & July.      | New York.     | 1890    | ....   |  | New York and Harlem:                 |           |       |                   |               |         |        |
| 1st Mortgage, Convertible           | 1,295,000 | 7     | May & Nov.        | "             | 1880    | 85     |  | 1st Mortgage of 1853                 | 3,000,000 | 7     | May & Nov.        | New York.     | 1873    | 101½   |
| 2d Mortgage                         | 1,000,000 | 7     | Jan. & July.      | "             | 1885    | ....   |  | 3d Mortgage of 1858                  | 99,500    | 7     | Jan. & July.      | "             | 1863    | ....   |
| Memphis, Clarkesville & Louisv.     |           |       |                   |               |         |        |  | Consolidated mortgage of 1863        | 1,797,000 | 7     | Feb. & Aug.       | "             | 1893    | ....   |
| Tenn. State Loan                    | 1,582,000 | 6     | Jan. & July.      | New York.     | 1890    | 76     |  | New York and New Haven:              |           |       |                   |               |         |        |
| Memphis and Little Rock:            |           |       |                   |               |         |        |  | 1st Mortgage                         | 1,068,500 | 6     | April & Oct.      | New York.     | 1875    | 96     |
| Tenn. State, endorsements           |           |       |                   |               |         |        |  | New York, Providence & Boston:       |           |       |                   |               |         |        |
| Mortgage (road and land)            | 445,000   | 6     | Jan. & July.      | New York.     | 1890    | ....   |  | 1st Mortgage                         | 230,000   | 6     | Feb. & Aug.       | New York.     | '73-'78 | ....   |
| Michigan Central:                   |           |       |                   |               |         |        |  | Improvement Bonds                    | 100,000   | 7     | Jan. & July.      | "             | 1881    | ....   |
| 1st Mortgage, sterling              | 467,489   | 6*    | Jan. & July.      | London.       | 1872    | ....   |  | Extension Bonds                      | 250,000   | 6     | May & Nov.        | "             | 1883    | ....   |
| 1st Mortgage, sterling, convertible | 500,000   | 8*    | March & Sept.     | "             | 1869    | ....   |  | Norfolk and Petersburg:              |           |       |                   |               |         |        |
| 1st Mortgage, dollars, convertible  | 1,777,000 | 8     | "                 | New York.     | 1869    | 112    |  | 1st Mortgage                         | 297,750   | 7     | Jan. & July.      | New York.     | '65-'70 | 72½    |
| 1st Mortgage, dollars, convertible  | 293,000   | 8     | April & Oct.      | "             | 1882    | ....   |  | 1st Mortgage                         | 328,600   | 8     | "                 | "             | '65-'70 | 80     |
| Consol. Sinking Fund Mortgage       | 4,231,500 | 8     | "                 | "             | 1882    | 117    |  | 2d Mortgage for \$300,000            | 6,000     | 8     | "                 | Norfolk.      | 1869    | ....   |
| Michigan Southern & North. Ind.     |           |       |                   |               |         |        |  | North Eastern:                       |           |       |                   |               |         |        |
| 1st Mortgage, Sinking Fund          | 6,094,000 | 7     | May & Nov.        | New York.     | 1885    | 97     |  | 1st Mortgage                         | 700,000   | 7     | March & Sept.     | Charleston.   | 1869    | 75     |
| 2d Mortgage                         | 2,093,000 | 7     | "                 | "             | 1877    | 93     |  | 2d Mortgage for \$300,000            | 145,000   | 7     | "                 | "             | 1868    | ....   |
| Goshen Air Line Mortgage            | 637,000   | 7     | Feb. & Aug.       | "             | 1868    | ....   |  | Interest Certificates                | 228,086   | 7     | Jan. & July.      | "             | 1875    | ....   |
| Detroit, Monroe & Toledo Mort.      | 924,000   | 7     | "                 | "             | 1876    | 91     |  | North Missouri:                      |           |       |                   |               |         |        |
| Mifflin and Centre County:          |           |       |                   |               |         |        |  | 1st Mortgage for \$6,000,000         | 3,000,000 | 7     | Jan. & July.      | New York.     | 1899    | 83½    |
| 1st Mortgage                        | 145,000   | 6     | April & Oct.      | Philadelphia. | 1885    | ....   |  | North Pennsylvania:                  |           |       |                   |               |         |        |
| Milwaukee & Chicago, (40 miles):    |           |       | </                |               |         |        |  |                                      |           |       |                   |               |         |        |

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.              | Amount.   | Rate. | Interest Payable. |                 | Due.    | Price. | Description of Bonds.                | Amount.   | Rate. | Interest Payable. |                | Due.    | Price. |
|------------------------------------|-----------|-------|-------------------|-----------------|---------|--------|--------------------------------------|-----------|-------|-------------------|----------------|---------|--------|
|                                    |           |       | When.             | Where.          |         |        |                                      |           |       | When.             | Where.         |         |        |
| North Carolina:                    |           |       |                   |                 |         |        | Providence, Warren and Bristol:      |           |       |                   |                |         |        |
| Equipment Bonds of 1857.....       | \$339,000 | 8     | March & Sept.     | Office, N. Car. | 1867    | ....   | 1st Mortgage.....                    | \$100,000 | 8     | March & Sept.     | Providence.    | 1872    | ....   |
| New Loan for \$800,000.....        | .....     | 8     | "                 | "               | 1887    | ....   | 2d Mortgage.....                     | 50,000    | 8     | June & Dec.       | "              | 1877    | ....   |
| Ogdensburg and Lake Champlain:     |           |       |                   |                 |         |        | Quincy and Toledo:                   |           |       |                   |                |         |        |
| 1st Mort. conv. into pref. stock.. | 985,000   | 7     | Jan. & July.      | Boston.         | 1870    | 100    | 1st Mortgage.....                    | 500,000   | 7     | May & Nov.        | New York.      | 1890    | ....   |
| Equipment Bonds.....               | 300,000   | 8     | "                 | "               | '09-'78 | 102½   | Raritan and Delaware Bay:            |           |       |                   |                |         |        |
| Ohio and Mississippi:              |           |       |                   |                 |         |        | 1st Mortgage, S. F. (68 m.).....     | 1,000,000 | 7     | March & Sept.     | New York.      | 1888    | ....   |
| 1st Mortgage, E. Div.....          | 2,050,000 | 7     | Jan. & July.      | New York.       | 1872    | 93     | 2d Mortgage.....                     | 250,000   | 7     | "                 | "              | 1888    | ....   |
| 1st Mortgage, W. Div.....          | 850,000   | 7     | "                 | "               | 1872    | ....   | Equipment Bonds, convertible..       | 208,000   | 7     | "                 | "              | 1876    | ....   |
| 2d Mortgage, W. Div.....           | 760,000   | 7     | "                 | "               | 1874    | ....   | Tom's River Br. 1st Mort.....        | 74,800    | 7     | "                 | "              | 18—     | ....   |
| Income, W. Div.....                | 221,500   | 7     | April & Oct.      | "               | 1882    | ....   | Reading and Columbia:                |           |       |                   |                |         |        |
| Consolidated Mort. for \$6,000,000 | .....     | 7     | Jan. & July.      | "               | 1898    | 86     | 1st Mortgage.....                    | 650,000   | 7     | March & Sept.     | Philadelphia.  | 1882    | ....   |
| Old Colony and Newport:            |           |       |                   |                 |         |        | 2d Mortgage.....                     | 350,000   | 7     | June & Dec.       | "              | 1884    | ....   |
| Company Bonds.....                 | 1,458,000 | 6     | April & Oct.      | Boston.         | '75-'76 | 95     | Rensselaer and Saratoga:             |           |       |                   |                |         |        |
| Company Bonds.....                 | 32,000    | 5     | March & Sept.     | "               | 1884    | 86½    | 1st Mortgage (R. & S.).....          | 150,000   | 7     | Jan. & July.      | New York.      | 1878    | ....   |
| Company Bonds.....                 | 1,388,000 | 7     | Feb. & Aug.       | "               | 1877    | 103    | 1st Mortgage (Sar. & Whitehall)      | 400,000   | 7     | March & Sept.     | "              | 1886    | ....   |
| Orange, Alexandria & Manassas:     |           |       |                   |                 |         |        | 1st Mort. (Troy, Salem & Rutl.)      | 500,000   | 7     | May & Nov.        | "              | 1890    | ....   |
| 1st Mort. (Alex. to Gordonsville)  | 400,000   | 6     | May & Nov.        | New York.       | 1873    | 80     | 2d Mortgage (R. & S.).....           | 450,000   | 7     | Jan. & July.      | "              | '80-'87 | ....   |
| 1st Mort. (Charlotte to Lynchb.)   | 1,130,500 | 6     | Jan. & July.      | "               | 1875    | ....   | Richmond and Danville:               |           |       |                   |                |         |        |
| 2d Mort. " " " "                   | 573,500   | 8     | May & Nov.        | Richmond.       | 1875    | 80     | Virginia State Loan.....             | 600,000   | 6     | Jan. & July.      | New York.      | '87-'88 | ....   |
| 3d Mort. " " " "                   | 83,200    | 8     | March & Sept.     | Alexandria.     | 1880    | 74     | Bonds guaranteed by Virginia..       | 200,000   | 7     | "                 | "              | '75-'76 | 71½    |
| Funded Coupons 1st & 2d Mort.      | 200,600   | 7     | Jan. & July.      | New York.       | 1877    | 72     | 4th Mortgage.....                    | 423,000   | 7     | Feb. & Aug.       | "              | 1875    | ....   |
| Virginia State Loan of '58 & '59   | 249,962   | 7     | "                 | "               | '92-'93 | ....   | 4th Mortgage.....                    | 504,000   | 7     | "                 | Richmond.      | 1873    | ....   |
| Oswego and Rome:                   |           |       |                   |                 |         |        | Funded Interest.....                 | 82,100    | 7     | "                 | N. Y. & Rich.  | '69-'76 | ....   |
| 1st Mort. guar. by R. W. & O...    | 500,000   | 7     | May & Nov.        | New York.       | 1816    | ....   | Richmond and Fort Wayne:             |           |       |                   |                |         |        |
| Income.....                        | 200,000   | 6     | Feb. & Aug.       | "               | 1891    | ....   | 1st Mortgage, guaranteed.....        | .....     | 7     | "                 | New York.      | 18—     | ....   |
| Oswego and Syracuse:               |           |       |                   |                 |         |        | Rich., Frederickburg & Potomac:      |           |       |                   |                |         |        |
| 1st Mortgage.....                  | 498,500   | 6     | Jan. & July.      | New York.       | '70-'80 | ....   | Company Bonds, sterling.....         | 57,333    | 6*    | Jan. & July.      | London.        | 1875    | ....   |
| 2d Mortgage.....                   | 375,000   | 7     | May & Nov.        | "               | 1885    | ....   | Company Bonds, dollar.....           | 203,576   | 6     | "                 | Richmond.      | '69-'75 | ....   |
| Pacific of Mo.:                    |           |       |                   |                 |         |        | Company Bonds, dollar.....           | 271,399   | 7     | "                 | "              | '75-'79 | ....   |
| State Loan (20 and 30 years)...    | 7,000,000 | 6     | Jan. & July.      | New York.       | '72-'89 | ....   | Richmond and Petersburg:             |           |       |                   |                |         |        |
| Mortgage, construction.....        | 1,500,000 | 7     | "                 | "               | '68-'70 | 93     | Company Bonds (coup. & reg.)...      | 130,500   | 7     | June & Dec.       | N. Y. & Rich.  | 1875    | ....   |
| St. Louis Loan.....                | 700,000   | 6     | "                 | St. Louis.      | '71-'73 | ....   | Company Bonds (coupons).....         | 175,000   | 7     | March & Sept.     | Philadelphia.  | 1870    | ....   |
| 1st (new) Mortgage for \$7,000,000 | .....     | 6*    | Feb. & Aug.       | New York.       | 1888    | 100    | Roanoke Valley (R. & Dan.):          |           |       |                   |                |         |        |
| Panama:                            |           |       |                   |                 |         |        | 1st Mortgage.....                    | 148,200   | 7     | Jan. & July.      | New York.      | '69-'76 | ....   |
| 1st Mortgage, Sterling.....        | 416,000   | 7*    | April & Oct.      | London.         | 1870    | ....   | Rockford, R. Island & St. Louis:     |           |       |                   |                |         |        |
| 1st Mortgage, Sterling.....        | 346,000   | 7*    | "                 | "               | 1875    | ....   | 1st Mortgage, convertible S.F. free  | .....     | 7*    | Feb. & Aug.       | N. Y. & Lond.  | 1919    | 97½    |
| 2d Mortgage, Sterling.....         | 1,912,000 | 7*    | Feb. & Aug.       | "               | 1872    | ....   | Rome, Watertown & Ogdensburg:        |           |       |                   |                |         |        |
| Peninsula (C. & N. W.):            |           |       |                   |                 |         |        | 1st Mortgage, Sinking Fund....       | 554,500   | 7     | June & Dec.       | New York.      | 1891    | 100    |
| 1st Mortgage.....                  | 1,075,000 | 7     | March & Sept.     | New York.       | 1898    | ....   | 2d Mort. (Watertown & Rome)          | 37,000    | 7     | March & Sept.     | "              | '68-'71 | ....   |
| Pennsylvania:                      |           |       |                   |                 |         |        | Sinking Fund (Watert. & Rome)        | 731,600   | 7     | "                 | "              | 1880    | ....   |
| 1st Mort. { Harrisb. to Pittab. }  | 4,972,000 | 6     | Jan. & July.      | Philadelphia.   | 1880    | 98½    | 1st Mort. (Potdam & Watert.)         | 511,500   | 7     | June & Dec.       | "              | '69-'74 | ....   |
| 2d Mort. { " " " " }               | 2,597,000 | 6     | April & Oct.      | "               | 1875    | 96     | Rutland and Burlington:              |           |       |                   |                |         |        |
| 2d M. stg. { " " " " }             | 2,283,840 | 6     | "                 | London.         | 1875    | ....   | 1st Mortgage.....                    | 1,800,000 | 7     | Feb. & Aug.       | Boston.        | 1863    | 153    |
| General Mortgage.....              | 69,000    | 6     | "                 | Philadelphia.   | 18—     | ....   | 2d Mortgage.....                     | 937,500   | 7     | "                 | "              | 1863    | 60     |
| State lien on whole property...    | 6,375,734 | 5     | April & Oct.      | Harrisburg.     | 1870    | ....   | 3d Mortgage.....                     | 440,000   | 7     | "                 | "              | 1863    | ....   |
| Short Bonds and Debentures...      | 3,400,000 | 6     | "                 | Philadelphia.   | 18—     | ....   | Sacramento Valley:                   |           |       |                   |                |         |        |
| Pensacola and Georgia:             |           |       |                   |                 |         |        | 1st Mortgage.....                    | 400,000   | 10*   | Jan. & July.      | New York.      | 1875    | ....   |
| 1st Mortgage.....                  | 1,185,300 | 7     | Jan. & July.      | New York.       | 18—     | ....   | 2d Mortgage.....                     | 329,000   | 10*   | Feb. & Aug.       | San Francisco. | 1881    | ....   |
| 1st Mortgage (Tallahassee R.R.)    | 206,000   | 7     | "                 | "               | 18—     | ....   | St. Joseph and Council Bluffs:       |           |       |                   |                |         |        |
| 2d Mortgage.....                   | 255,000   | 8     | "                 | "               | 18—     | ....   | 1st Mortgage.....                    | 1,400,000 | 10    | March & Sept.     | New York.      | 1892    | ....   |
| Peoria and Bureau Valley:          |           |       |                   |                 |         |        | St. Louis, Alton and Terre Haute:    |           |       |                   |                |         |        |
| 1st Mortgage.....                  | 600,000   | 8     | Jan. & July.      | New York.       | 18—     | ....   | 1st Mortgage (Series A).....         | 1,100,000 | 7     | Jan. & July.      | New York.      | 1894    | 93     |
| Peoria, Pekin and Jacksonville:    |           |       |                   |                 |         |        | 1st Mortgage (Series B).....         | 1,100,000 | 7     | April & Oct.      | "              | 1894    | ....   |
| 1st Mortgage for \$1,000,000.....  | 550,000   | 7     | Jan. & July.      | New York.       | 1887    | ....   | 2d Mortgage preferred (Series C)     | 1,400,000 | 7     | Feb. & Aug.       | "              | 1894    | 84     |
| Petersburg:                        |           |       |                   |                 |         |        | 2d Mortgage preferred (Series D)     | 1,400,000 | 7     | May & Nov.        | "              | 1894    | ....   |
| Coupon Bonds.....                  | 66,400    | 7     | Jan. & July.      | Petersburg.     | '71-'72 | ....   | 2d Mortgage Income (Series E)        | 1,700,000 | 7     | "                 | "              | 1894    | 80     |
| Philadelphia and Baltimore Cent.:  |           |       |                   |                 |         |        | St. Louis and Iron Mountain:         |           |       |                   |                |         |        |
| 1st Mortgage.....                  | 575,000   | 7     | Jan. & July.      | Philadelphia.   | 1876    | ....   | 1st Mortgage for \$4,000,000.....    | 3,000,000 | 7     | Feb. & Aug.       | New York.      | 1892    | 84     |
| Philadelphia and Erie:             |           |       |                   |                 |         |        | St. Louis, Jacksonville & Chicago:   |           |       |                   |                |         |        |
| 1st Mortgage (Sunbury & Erie)...   | 1,000,000 | 7     | April & Oct.      | Philadelphia.   | 1877    | 99     | 1st Mortgage (\$15,000 per mile).    | 2,250,000 | 7     | April & Oct.      | New York.      | 1884    | ....   |
| 1st Mortgage (General).....        | 5,000,000 | 6     | "                 | "               | 1881    | 87     | Equipment Bonds, free.....           | .....     | 10    | Jan. & July.      | "              | 18—     | ....   |
| 2d Mortgage.....                   | 4,000,000 | 7     | "                 | "               | 1901    | 80     | St. Paul and Chicago:                |           |       |                   |                |         |        |
| 3d Mortgage for \$3,000,000.....   | 600,000   | 8     | "                 | "               | 1885    | ....   | 1st Mort. S.F. guar. for \$4,000,000 | .....     | 8     | J. A. J. & O.     | New York.      | 1900    | ....   |
| Philadelphia, Germant. & Norist.   |           |       |                   |                 |         |        | St. Paul and Pacific 1st Division:   |           |       |                   |                |         |        |
| Convertible Loan.....              | 116,100   | 6     | Jan. & July.      | Philadelphia.   | 1882    | ....   | 1st Mortgage (10 miles).....         | 400,000   | 8     | March & Sept.     | New York.      | 1892    | ....   |
| Philadelphia and Reading:          |           |       |                   |                 |         |        | 1st Mort. (70 m.) & 2d M. (10 m.)    | 700,000   | 7     | Jan. & July.      | "              | 1892    | ....   |
| Bonds of 1849.....                 | 2,656,600 | 6     | April & Oct.      | Philadelphia.   | 1870    | 105½   | 2d Mortgage and Land Grant...        | 1,200,000 | 7     | June & Dec.       | "              | 1892    | ....   |
| Bonds of 1861.....                 | 106,000   | 6     | Jan. & July.      | "               | 1871    | ....   | General Mort., stg. for £780,000     | .....     | 7*    | Jan. & July.      | London.        | 18—     | ....   |
| Bonds of 1836-43-44-48 and 49...   | 2,497,800 | 6     | "                 | "               | 1880    | 89     | General Mort., dol. for \$7,000,000  | .....     | 7     | "                 | New York.      | 18—     | ....   |
| Bonds of 1857, convertible.....    | 171,000   | 6     | "                 | "               | 1886    | ....   | Salem:                               |           |       |                   |                |         |        |
| Bonds of 1836, Sterling.....       | 182,400   | 5*    | "                 | London.         | 1880    | ....   | 1st Mortgage.....                    | 100,000   | 7     | Jan. & July.      | Philadelphia.  | 18—     | ....   |
| Bonds of 1836, Sterling, conv..... | 288,000   | 7*    | "                 | "               | '72-'77 | ....   | Salem and Lowell:                    |           |       |                   |                |         |        |
| Mort. bonds of '68, clear of taxes | .....     | 7     | April & Oct.      | Philadelphia.   | 1893    | 105    | 1st Mortgage.....                    | 226,900   | 6     | "                 | Boston.        | 1876    | 98½    |
| Philadelphia and Trenton:          |           |       |                   |                 |         |        | Sandusky and Cincinnati:             |           |       |                   |                |         |        |
| 1st Mort. (Camden & Amboy)...      | 200,000   | 6     | May & Nov.        | Philadelphia.   | 1868    | ....   | 1st Mortgage.....                    | 981,000   | 7     | Feb. & Aug.       | New York.      | 1900    | 75     |
| Philadelphia, Wilmington & Balt.:  |           |       |                   |                 |         |        | 3d Mortgage.....                     | 148,000   | 7     | "                 | "              | 18—     | ....   |
| Mortgage Loan, convertible.....    | 411,000   | 6     | Jan. & July.      | Philadelphia.   | 1884    | ....   | Sandusky, Mansfield and Newark:      |           |       |                   |                |         |        |
| Bonds of 1866.....                 | 1,000,000 | 6     | April & Oct.      | "               | '71-'76 | 96     | 1st Mortgage.....                    | 1,290,000 | 7     | Jan. & July.      | New York.      | 1875    | ....   |
| Bonds of 1867.....                 | 416,000   | 6     | "                 | "               | 1887    | ....   | Funded Coupons.....                  | 818,200   | 7     | "                 | "              | 1875    | ....   |
| Pittsburg and Connellsville:       |           |       |                   |                 |         |        | Schuykill Navigation:                |           |       |                   |                |         |        |
| 1st Mort. (Turtle Creek Div.)...   | 400,000   | 6     | Feb. & Aug.       | New York.       | 1880    | ....   | 1st Mortgage.....                    | 1,761,213 | 6     | March & Sept.     | Philadelphia.  | 1872    | ....   |
| Baltimore Loan (bonds & stock)     | 1,000,000 | 6     | "                 | Baltimore.      | 1886    | ....   | 3d Mortgage.....                     | 3,980,670 | 6     | Jan. & July.      | "              | 1882    | ....   |
| Pittsburg, Ft. Wayne & Chicago:    |           |       |                   |                 |         |        | Improvement Bonds.....               | 362,500   | 6     | May & Nov.        | "              | 1870    | ....   |
| 1st Mortgage (Series A).....       | 875,000   | 7     | Jan. & July.      | New York.       | 1912    | 101½   | Schuykill and Susquehanna:           |           |       |                   |                |         |        |
| 1st Mortgage (Series B).....       | 875,000   | 7     | Feb. & Aug.       | "               | 1912    | ....   | 1st Mortgage.....                    | 97,000    | 6     | Jan. & July.      | Philadelphia.  | 18—     | ....   |
| 1st Mortgage (Series C).....       | 875,000   | 7     | March & Sept.     | "               | 1912    | ....   | Seaboard and Roanoke:                |           |       |                   |                |         |        |
| 1st Mortgage (Series D).....       | 875,000   | 7     | April & Oct.      | "               | 1912    | ....   | 1st Mortgage.....                    | 210,000   | 7     | "                 | New York.      | 1880    | ....   |
| 1st Mortgage (Series E).....       | 875,000   | 7     | May & Nov.        | "               | 1912    | ....   | 3d Mortgage.....                     | 71,000    | 7     | "                 | "              | 1870    | ....   |
| 1st Mortgage (Series               |           |       |                   |                 |         |        |                                      |           |       |                   |                |         |        |

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.                | Amount.    | Rate. | Interest Payable. |               | Due.    | Price. | Description of Bonds.                | Amount.   | Rate. | Interest Payable. |               | Due.    | Price. |
|--------------------------------------|------------|-------|-------------------|---------------|---------|--------|--------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
|                                      |            |       | When.             | Where.        |         |        |                                      |           |       | When.             | Where.        |         |        |
| Shore Line (N. H. & N. L.):          |            |       |                   |               |         |        | Western Alabama:                     |           |       |                   |               |         |        |
| 1st Mortgage, reconstruction...      | \$55,000   | 7     | March & Sept.     | New Haven.    | 1880    | ....   | 1st Mortgage, guar. for \$500,000..  | .....     | 7     | April & Oct.      | New York.     | 18—     | ....   |
| South Carolina:                      |            |       |                   |               |         |        | West Wisconsin:                      |           |       |                   |               |         |        |
| Sterling Bonds £452,912              | 2,612,944  | 5*    | Jan. & July.      | London.       | '71-'85 | ....   | 1st Mort. Land Grant, stg. conv      | 1,000,000 | 7     | Jan. & July.      | London.       | 1883    | 70     |
| Sterling Bonds £50,081               | 262,366    | 5*    | "                 | Charleston.   | '71-'86 | ....   | West Chester and Philadelphia:       |           |       |                   |               |         |        |
| Domestic Bonds                       | 617,167    | 6     | various.          | "             | '68-'74 | ....   | 1st Mortgage, convertible            | 400,000   | 7     | Jan. & July.      | Philadelphia. | 1873    | ....   |
| Domestic Bonds                       | 595,500    | 7     | "                 | "             | '68-'72 | ....   | 2d Mortgage, registered              | 562,000   | 8     | April & Oct.      | "             | 1878    | ....   |
| Domestic Bonds                       | 280,000    | 7     | April & Oct.      | "             | '88-'91 | ....   | West Jersey:                         |           |       |                   |               |         |        |
| South Shore:                         |            |       |                   |               |         |        | Loan of 1861 for \$1,000,000         | 238,000   | 6     | March & Sept.     | Philadelphia. | 1883    | 90     |
| 1st Mortgage                         | 150,000    | 6     | Jan. & July.      | Boston.       | 18—     | ....   | Loan of 1865 for \$1,000,000         | 780,000   | 6     | Jan. & July.      | "             | 1896    | ....   |
| South Side, Va.:                     |            |       |                   |               |         |        | Western (Boston and Albany):         |           |       |                   |               |         |        |
| Virginia State Loan                  | 800,000    | 6     | Jan. & July.      | New York.     | 1887    | ....   | Sterling Loans, £899,900             | 4,319,520 | 5*    | April & Oct.      | London.       | '68-'71 | ....   |
| 2d Mort., guar. by Petersburg        | 300,000    | 6     | "                 | Petersburg.   | '70-'75 | ....   | Dollar Bonds                         | 936,500   | 6     | "                 | Boston.       | 1875    | 98½    |
| 3d Mort. (for City Point R. R.)      | 175,000    | 6     | "                 | "             | '65-'68 | ....   | Western Maryland:                    |           |       |                   |               |         |        |
| 4th Mortgage                         | 314,900    | 6     | "                 | "             | '70-'72 | ....   | 1st Mortgage                         | 400,000   | 6     | Jan. & July.      | Baltimore.    | 1890    | 75     |
| 5th Mortgage                         | 119,000    | 8     | "                 | "             | '63-'69 | ....   | 1st Mortgage, endorsed by Balt.      | 200,000   | 6     | "                 | "             | 1890    | 94½    |
| South Side, L. I.:                   |            |       |                   |               |         |        | 2d Mort. for \$300,000, end. by B.   | 150,000   | 6     | "                 | "             | 1890    | 86     |
| 1st Mortgage                         | 750,000    | 7     | March & Sept.     | New York.     | 1887    | ....   | 2d M. for \$300,000, end. by W. Co.  | 150,000   | 6     | "                 | "             | 1890    | ....   |
| South Western:                       |            |       |                   |               |         |        | Western Pennsylvania:                |           |       |                   |               |         |        |
| 1st Mortgage                         | 437,000    | 8     | various.          | Macon.        | '75-'85 | ....   | 1st Mortgage, guaranteed             | 1,283,600 | 6     | April & Oct.      | Philadelphia. | 18—     | 80½    |
| South West Pacific:                  |            |       |                   |               |         |        | Western Union                        |           |       |                   |               |         |        |
| 1st Mort. guar. by Atl. & Pacific    | 2,000,000  | 7     | Jan. & July.      | New York.     | 1871    | ....   | 1st Mortgage for \$5,000,000         | 4,000,000 | 7     | Feb. & Aug.       | New York.     | 1896    | ....   |
| Southern Minnesota:                  |            |       |                   |               |         |        | Wille Valley:                        |           |       |                   |               |         |        |
| 1st Mortgage L. G. for \$1,000,000   | 900,000    | 7     | Jan. & July.      | New York.     | 1885    | ....   | 1st M. for \$1,000,000 end. by Ala.  | .....     | 7     | — & —             | .....         | 18—     | ....   |
| Springfield and Columbus:            |            |       |                   |               |         |        | Wilm., Charlotte & Rutherford:       |           |       |                   |               |         |        |
| 1st Mortgage                         | 150,000    | 7     | Jan. & July.      | New York.     | 1871    | ....   | N. Car. State Loan                   | 2,320,000 | 6     | Jan. & July.      | New York.     | '90-'92 | ....   |
| Staten Island:                       |            |       |                   |               |         |        | 1st Mortgage guar. by State          | .....     | 8     | "                 | "             | 1897    | 75     |
| 1st Mortgage                         | 200,000    | 7     | Jan. & July.      | New York.     | 1886    | ....   | Wilmington and Manchester:           |           |       |                   |               |         |        |
| Steuersville and Indiana:            |            |       |                   |               |         |        | 1st Mortgage                         | 596,000   | 7     | June & Dec.       | New York.     | 1866    | ....   |
| 1st Mortgage                         | 1,500,000  | 7     | Jan. & July.      | Philadelphia. | 1870    | 70½    | 2d Mortgage                          | 200,000   | 7     | May & Nov.        | "             | 1873    | ....   |
| Sullivan:                            |            |       |                   |               |         |        | Income Bonds                         | 160,000   | 7     | March & Sept.     | Wilmington.   | 1864    | ....   |
| 1st Mortgage                         | 500,000    | 6     | Jan. & July.      | Boston.       | 1875    | ....   | Bonds secured by W. & W. stg.        | 75,000    | 7     | Jan. & July.      | "             | 1862    | ....   |
| 2d Mortgage                          | 250,000    | 6     | Feb. & Aug.       | "             | 1880    | ....   | Consol. Mortgage for \$2,000,000.    | .....     | 7     | May & Nov.        | New York.     | '92-'02 | ....   |
| Syracuse, Binghamton and N. Y.:      |            |       |                   |               |         |        | Wilmington and Weldon:               |           |       |                   |               |         |        |
| 1st Mortgage                         | 1,721,514  | 7     | April & Oct.      | New York.     | 1876    | ....   | 1st Mortgage, Sterling               | 576,888   | 6*    | Jan. & July.      | London.       | 1881    | ....   |
| Tallahassee:                         |            |       |                   |               |         |        | 2d Mortgage, Sterling                | 197,777   | 7*    | "                 | "             | 1886    | 91½    |
| 1st Mortgage                         | 206,000    | 7     | Jan. & July.      | New York.     | 18—     | ....   | Sinking Fund Mortgage                | 508,000   | 7     | April & Oct.      | New York.     | 1896    | ....   |
| Tioga:                               |            |       |                   |               |         |        | Winchester and Alabama:              |           |       |                   |               |         |        |
| 1st Mortgage                         | 250,500    | 7     | May & Nov.        | Philadelphia. | 1872    | ....   | Tenn. State Loan                     | 1,098,259 | 6     | Jan. & July.      | New York.     | '89-'96 | ....   |
| Toledo, Logansport & Burlington:     |            |       |                   |               |         |        | Winchester and Potomac:              |           |       |                   |               |         |        |
| 1st Mortgage                         | 800,000    | 7     | Feb. & Aug.       | New York.     | 1884    | ....   | Stg. State Loan                      | 85,333    | 6     | August.           | Richmond.     | .....   | ....   |
| Toledo, Peoria and Warsaw:           |            |       |                   |               |         |        | Trust Bonds                          | 120,000   | 7     | Jan. & July.      | Baltimore.    | 1867    | ....   |
| 1st Mortgage (E. Div.)               | 1,600,000  | 7     | June & Dec.       | New York.     | 1894    | 86     | Winona and St. Peter:                |           |       |                   |               |         |        |
| 1st Mortgage (W. Div.)               | 1,900,000  | 7     | Feb. & Aug.       | "             | 1896    | 83½    | 1st Mortgage (C. & N. W.)            | .....     | 7     | Jan. & July.      | New York.     | 18—     | ....   |
| Toledo, Wabash and Western:          |            |       |                   |               |         |        | Wrightsville, York & Gettysburg:     |           |       |                   |               |         |        |
| 1st Mort. (Tol. & Ill. 75 m.)        | 900,000    | 7     | Feb. & Aug.       | New York.     | 1890    | 95     | 1st Mort. guar. by N. Central        | 52,000    | 7     | May & Nov.        | Baltimore.    | 1867    | ....   |
| 1st M. (L. Erie, W. & St. L. 167 m.) | 2,500,000  | 7     | "                 | "             | 1890    | ....   | York and Cumberland (N. Cent.):      |           |       |                   |               |         |        |
| 2d Mort. (Tol. & Wabash 75 m.)       | 1,000,000  | 7     | May & Nov.        | "             | 1878    | 84     | 1st Mortgage                         | 175,000   | 6     | May & Nov.        | Baltimore.    | 1870    | ....   |
| 2d Mort. (Wab. & West. 167 m.)       | 1,500,000  | 7     | "                 | "             | 1871    | ....   | 2d Mortgage                          | 25,000    | 6     | Jan. & July.      | "             | 1871    | ....   |
| Equip'm't Bonds (T. & W. 75m.)       | 600,000    | 7     | "                 | "             | 1883    | 77½    | 3d Mortgage                          | 500,000   | 6     | "                 | "             | 1877    | ....   |
| S. F. B. (Tol. W. & W. 499 m.)       | 269,000    | 7     | April & Oct.      | "             | 1871    | ....   | CANAL BONDS.                         |           |       |                   |               |         |        |
| Consol. M. (T. W. & W. 499 m.)       | 1,880,000  | 7     | J. A. J. & O.     | "             | 1907    | 71     | Chesapeake and Delaware:             |           |       |                   |               |         |        |
| Troy and Boston:                     |            |       |                   |               |         |        | 1st Mortgage                         | 2,254,000 | 7     | Jan. & July.      | Philadelphia. | 1882    | ....   |
| 1st Mortgage                         | 300,000    | 7     | Jan. & July.      | New York.     | 1887    | ....   | Chesapeake and Ohio:                 |           |       |                   |               |         |        |
| 2d Mortgage                          | 300,000    | 7     | April & Oct.      | "             | 1885    | ....   | State (Md.) Loan                     | 2,000,000 | 6     | J. A. J. & O.     | Baltimore.    | 1870    | ....   |
| 3d Mortgage                          | 650,000    | 7     | May & Nov.        | "             | 1875    | ....   | Sterling, guaranteed                 | 4,375,000 | 5*    | "                 | London.       | 1890    | ....   |
| Convertible Bonds                    | 300,000    | 7     | March & Sept.     | Troy.         | 1882    | ....   | Preferred Bonds                      | 1,699,500 | 6     | Jan. & July.      | Baltimore.    | 1886    | ....   |
| Troy Union:                          |            |       |                   |               |         |        | Delaware Division:                   |           |       |                   |               |         |        |
| 1st Mortgage, guaranteed             | 500,000    | 6     | Jan. & July.      | New York.     | 1873    | ....   | 1st Mortgage                         | 800,000   | 6     | Jan. & July.      | Philadelphia. | 1878    | ....   |
| 2d Mortgage, guaranteed              | 180,000    | 6     | "                 | "             | 1877    | ....   | Delaware and Hudson:                 |           |       |                   |               |         |        |
| Union and Logansport:                |            |       |                   |               |         |        | 1st Mortgage                         | 531,000   | 7     | March & Sept.     | New York.     | 1870    | ....   |
| 1st Mortgage                         | 1,834,000  | 7     | June & Dec.       | New York.     | 1905    | ....   | 1st Mortgage (new)                   | 1,500,000 | 7     | May & Nov.        | "             | 1877    | ....   |
| Union Pacific:                       |            |       |                   |               |         |        | Delaware and Raritan (See Camden and |           |       |                   |               |         |        |
| 1st Mortgage, free                   | 20,168,000 | 6*    | Jan. & July.      | New York.     | 1897-8  | 98½    | Imboy R. R.)                         |           |       |                   |               |         |        |
| 2d Mortgage (Gov. subsidy)           | 20,168,000 | 6     | "                 | "             | 1897-8  | 101½   | Erie of Pennsylvania:                |           |       |                   |               |         |        |
| Union Pacific—Central Branch:        |            |       |                   |               |         |        | 1st Mortgage                         | 673,798   | 7     | Jan. & July.      | Philadelphia. | 1865    | ....   |
| 1st Mortgage                         | 1,000,000  | 6*    | May & Nov.        | New York.     | 1895    | ....   | Interest Bonds                       | 161,950   | 7     | "                 | "             | 18—     | ....   |
| 2d Mortgage (Gov. subsidy)           | 1,000,000  | 6     | Jan. & July.      | "             | 1895    | ....   | Illinois and Michigan:               |           |       |                   |               |         |        |
| Union Pacific—Eastern Division:      |            |       |                   |               |         |        | Ill. State bonds, sterling, coup.    | 767,222   | 6*    | April & Oct.      | London.       | 1870    | ....   |
| 1st Mortgage                         | 6,400,000  | 6*    | June & Dec.       | New York.     | 1895    | ....   | Ill. State bonds, sterling, reg.     | 500,967   | 6*    | "                 | "             | 1870    | ....   |
| 2d Mortgage (Gov. subsidy)           | 6,400,000  | 6     | Jan. & July.      | "             | 1895    | ....   | Ill. State bonds, stg. coup. & reg.  | 32,700    | 6*    | "                 | New York.     | 1870    | ....   |
| Vermont Central:                     |            |       |                   |               |         |        | Ill. State b'ds, cur. coup. & reg.   | 35,400    | 6     | Jan. & July.      | "             | 1870    | ....   |
| 1st Mortgage                         | 3,000,000  | 7     | June & Dec.       | Philadelphia. | 1806    | 79½    | Lehigh Coal and Navigation:          |           |       |                   |               |         |        |
| 2d Mortgage                          | 1,500,000  | 7     | Jan. & July.      | Boston.       | 1867    | 37     | 1st Loan                             | 384,162   | 6     | J. A. J. & O.     | Philadelphia. | 1870    | ....   |
| Equip. Loan (Vt. C. & Vt. & Ca.)     | 1,000,000  | 8     | May & Nov.        | "             | 1876    | 103    | 2d Loan                              | 5,606,122 | 6     | "                 | "             | 1884    | 82½    |
| Vermont and Massachusetts:           |            |       |                   |               |         |        | 3d Loan                              | 2,000,000 | 6     | "                 | "             | 1897    | ....   |
| 1st Mortgage                         | 550,000    | 6     | Jan. & July.      | Boston.       | 1883    | 92     | Gold Loan                            | 5,000,000 | 6*    | June & Dec.       | "             | 1897    | 90½    |
| Vermont Valley:                      |            |       |                   |               |         |        | Convertible Loan                     | 1,201,850 | 6     | "                 | "             | 1877    | 76     |
| 1st Mortgage                         | 386,000    | 7     | April & Oct.      | New York.     | 1860    | ....   | Monongahela Navigation:              |           |       |                   |               |         |        |
| 2d Mortgage                          | 114,000    | 6     | "                 | Boston.       | 1860    | ....   | 1st Mortgage                         | 125,000   | 6     | Jan. & July.      | Pittsburg.    | 1887    | ....   |
| 3d Mortgage                          | 293,200    | 7     | "                 | New York.     | 1859    | ....   | 2d Mortgage                          | 57,000    | 6     | "                 | "             | 18—     | ....   |
| Vicksburg and Meridian:              |            |       |                   |               |         |        | Morris (and Banking):                |           |       |                   |               |         |        |
| Consolidated Mort.—1st class         | 722,500    | 7     | Jan. & July.      | Philadelphia. | 1880    | ....   | 1st Mortgage                         | 465,500   | 6     | April & Oct.      | Jersey City.  | 1876    | ....   |
| " " 2d class                         | 850,000    | 7     | "                 | "             | 1880    | ....   | 2d Mortgage                          | 302,750   | 6     | "                 | "             | 1876    | ....   |
| " " 3d class                         | 154,000    | 7     | April & Oct.      | "             | 1880    | ....   | Boat Loan                            | 232,087   | 6     | "                 | "             | 1885    | 85     |
| " " 4th class                        | 1,263,000  | 7     | "                 | "             | 1880    | ....   | North Branch:                        |           |       |                   |               |         |        |
| Funded Coupons                       | 420,000    | 7     | "                 | "             | 1880    | ....   | 1st Mortgage                         | 590,000   | 6     | May & Nov.        | Philadelphia. | 1876    | ....   |
| Special Loan                         | 200,000    | 8     | "                 | "             | .....   | ....   | Schuylkill Navigation:               |           |       |                   |               |         |        |
| Virginia Central:                    |            |       |                   |               |         |        | 1st Mortgage                         | 1,764,550 | 6*    | March & Sept.     | Philadelphia. | 1872    | 87     |
| State Loan                           | 210,000    | 6     | Jan. & July.      | New York.     | 1891    | ....   | 2d Mortgage                          | 3,980,670 | 6     | Jan. & July.      | "             | 1882    | 68     |
| 1st Mortgage (guar. by State)        | 100,000    | 6     | "                 | N. Y. & Rich. | 1880    | ....   | Improvement Loan                     | 1,601,670 | 6     | May & Nov.        | "             | 1876    | 67     |
| 2d Mortgage                          | 206,500    | 6     | "                 | "             | 1872    | ....   | Susquehanna and Tide Water:          |           |       |                   |               |         |        |
| 3d Mortgage                          | 983,000    | 6     | "                 | "             | 1884    | ....   | Md. State Loan, sterling             | 1,000,000 | 6     | Jan. & July.      | London.       | 1885    | ....   |
| Income and other unsecured bds       | 116,125    | 8     | "                 | Richmond.     | '70-'78 | ....   | Coupon Bonds                         | 1,250,000 | 6     | "                 | Baltimore.    | 1878    | 55     |
| Virginia and Tennessee:              |            |       |                   |               |         |        | Preferred Interest Bonds             | 325,000   | 6     | "                 | "             | 1894    | ....   |
| 1st Mortgage                         | 404,000    | 6     | Jan. & July.      | New York.     | 1873    | ....   | Union (Pa.):                         |           |       |                   |               |         |        |
| 2d Mortgage                          | 23,500     | 6     | "                 | "             | 1879    | 64½    | 1st Mortgage                         | 3,000,000 | 6     | May & Nov.        | Philadelphia. | 1883    | 14½    |
| 3d Mortgage (Enlarged)               | 990,000    | 6     | "                 | "             | 1884    | ....   | West Branch and Susquehanna:         |           |       |                   |               |         |        |
| Income Bonds                         | 138,500    | 6     | "                 | "             | 1866    | ....   | 1st Mortgage, sinking fund           | 750,000   | 6     | Jan. & July.      | Philadelphia. | 1878    | ....   |
| Funding Bonds (\$1,000,000)          | 786,000    | 8     | "                 | "             | 18—     | 72     | Wyoming Valley:                      |           |       |                   |               |         |        |
| Warren:                              |            |       |                   |               |         |        | 1st Mortgage                         | 600,000   | 6     | Jan. & July.      | Philadelphia. | 1878    | 75     |
| 1st Mortgage, guaranteed             | 511,400    | 7     | Feb. & Aug.       | New York.     | 1875    | ....   | MISCELLANEOUS BONDS.                 |           |       |                   |               |         |        |
| Warren and Franklin:                 |            |       |                   |               |         |        | American Dock & Improvement:         |           |       |                   |               |         |        |
| 1st Mortgage                         | 1,387,000  | 7     | — & —             | Philadelphia. | 18—     | 85     | Bonds guar. by C.R.R. Co., N.J.      | 2,000,000 | 7     | Jan. & July.      | New York.     | 1886    | 9      |
| Warwick Valley:                      |            |       |                   |               |         |        | Western Union Telegraph:             |           |       |                   |               |         |        |
| 1st Mortgage                         | 85,000     | 7     | April & Oct.      | New York.     | 1880    | ....   | 1st Mortgage, convertible            | 4,867,000 | 7     | May & Nov.        | New York.     | 1875    | 85     |
|                                      |            |       |                   |               |         |        | Bonds of American Tel. Co.           | 89,500    | 7*    | Jan. & July.      | "             | 1873    | ....   |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

in asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running date (....) signifies "not ascertained." Land Grant Railroads are printed in "Italic."

| Years ending |  | Railroad   |  |  | Rolling Stock |  |  | Companies             |  |  | Property and Assets   |  |  | Liabilities |  |  | Operations |  |  | Earnings |  |  | Value of Shares |  |  |    |  |  |    |  |  |    |  |  |    |  |  |    |  |  |    |  |  |
|--------------|--|------------|--|--|---------------|--|--|-----------------------|--|--|-----------------------|--|--|-------------|--|--|------------|--|--|----------|--|--|-----------------|--|--|----|--|--|----|--|--|----|--|--|----|--|--|----|--|--|----|--|--|
|              |  | Main Line. |  |  | Branch Line.  |  |  | 2d Track and Sidings. |  |  | Railroad in progress. |  |  | Engines.    |  |  | Pass.      |  |  | Freight. |  |  |                 |  |  |    |  |  |    |  |  |    |  |  |    |  |  |    |  |  |    |  |  |
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|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |
|              |  | M.         |  |  | M.            |  |  | M.                    |  |  | M.                    |  |  | M.          |  |  | M.         |  |  | M.       |  |  | M.              |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  | M. |  |  |    |  |  |

[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State aid Railroads are distinguished by a "u."

| Year ending    |       | Railroad.  |       | Rolling Stock. |    | Companies.         |                                      | Property and Assets.  |            |            |           | Liabilities. |         |           | Operations. |        | Earnings.  |            | Value of Shares. |            |         |     |     |
|----------------|-------|------------|-------|----------------|----|--------------------|--------------------------------------|-----------------------|------------|------------|-----------|--------------|---------|-----------|-------------|--------|------------|------------|------------------|------------|---------|-----|-----|
|                |       | Main Line. |       | Branch Line.   |    | Track and Sidings. |                                      | Railroad in progress. |            | Engines.   |           | Pass.        |         | Freight.  |             | Gross. |            | Net.       |                  | Dividends. |         |     |     |
| M.             | M.    | M.         | M.    | M.             | M. | M.                 | M.                                   | M.                    | M.         | M.         | M.        | M.           | M.      | M.        | M.          | M.     | M.         | M.         | M.               | M.         |         |     |     |
| Oct. 31, 1897  | 80.0  | 23.6       | 116.0 | 21             | 3  | 1,275              | Lackawanna and Bloomsburg            | 3,231,358             | 3,231,358  | 3,231,358  | 1,335,000 | 2,273,256    | 88,890  | 8,937     | 37.0        | 37.0   | 509,071    | 1,000,000  | 700,808          | 223,446    | 50      | 50  |     |
| Dec. 31, 1897  | 27.0  | 23.6       | 116.0 | 21             | 3  | 1,275              | Lake Erie and Louisville             | 3,231,358             | 3,231,358  | 3,231,358  | 1,335,000 | 2,273,256    | 88,890  | 8,937     | 37.0        | 37.0   | 509,071    | 1,000,000  | 700,808          | 223,446    | 50      | 50  |     |
| Jan. 1, 1898   | 27.0  | 23.6       | 116.0 | 21             | 3  | 1,275              | Leavenworth, Lawrence & Galva        | 3,231,358             | 3,231,358  | 3,231,358  | 1,335,000 | 2,273,256    | 88,890  | 8,937     | 37.0        | 37.0   | 509,071    | 1,000,000  | 700,808          | 223,446    | 50      | 50  |     |
| Jan. 1, 1898   | 27.0  | 23.6       | 116.0 | 21             | 3  | 1,275              | Lehigh and Lackawanna                | 3,231,358             | 3,231,358  | 3,231,358  | 1,335,000 | 2,273,256    | 88,890  | 8,937     | 37.0        | 37.0   | 509,071    | 1,000,000  | 700,808          | 223,446    | 50      | 50  |     |
| Jan. 1, 1898   | 27.0  | 23.6       | 116.0 | 21             | 3  | 1,275              | Lehigh Valley                        | 3,231,358             | 3,231,358  | 3,231,358  | 1,335,000 | 2,273,256    | 88,890  | 8,937     | 37.0        | 37.0   | 509,071    | 1,000,000  | 700,808          | 223,446    | 50      | 50  |     |
| Oct. 31, 1897  | 91.0  | 46.8       | 183.6 | 33             | 6  | 2,184              | Lehigh Valley                        | 11,459,622            | 11,459,622 | 11,459,622 | 8,739,800 | 7,990,285    | 866,111 | 8,937     | 101.0       | 101.0  | 1,224,376  | 2,300,000  | 584,154          | 193,776    | 50      | 50  |     |
| Oct. 31, 1897  | 10.0  | 66.2       | 143.6 | 9              | 1  | 57                 | Lexington and Big Sandy              | 258,708               | 258,708    | 258,708    | 35,000    | 241,200      | 866,111 | 8,937     | 101.0       | 101.0  | 1,224,376  | 2,300,000  | 584,154          | 193,776    | 50      | 50  |     |
| Nov. 30, 1897  | 12.0  | 0.8        | 0.8   | 2              | 1  | 57                 | Lexington and Big Sandy              | 258,708               | 258,708    | 258,708    | 35,000    | 241,200      | 866,111 | 8,937     | 101.0       | 101.0  | 1,224,376  | 2,300,000  | 584,154          | 193,776    | 50      | 50  |     |
| Dec. 31, 1897  | 12.0  | 0.8        | 0.8   | 2              | 1  | 57                 | Lexington and Big Sandy              | 258,708               | 258,708    | 258,708    | 35,000    | 241,200      | 866,111 | 8,937     | 101.0       | 101.0  | 1,224,376  | 2,300,000  | 584,154          | 193,776    | 50      | 50  |     |
| Jan. 1, 1898   | 22.0  | 44.7       | 21.7  | 45             | 40 | 713                | Little Miami                         | 654,265               | 654,265    | 654,265    | 18,257    | 614,646      | 44,000  | 8,937     | 12.8        | 12.8   | 24,042     | 29,300     | 38,718           | 5,642      | 100     | 100 |     |
| Nov. 30, 1897  | 84.0  | 44.7       | 21.7  | 45             | 40 | 713                | Little Miami                         | 654,265               | 654,265    | 654,265    | 18,257    | 614,646      | 44,000  | 8,937     | 12.8        | 12.8   | 24,042     | 29,300     | 38,718           | 5,642      | 100     | 100 |     |
| Nov. 30, 1897  | 15.3  | 3.0        | 24.6  | 45             | 40 | 713                | Little Miami                         | 654,265               | 654,265    | 654,265    | 18,257    | 614,646      | 44,000  | 8,937     | 12.8        | 12.8   | 24,042     | 29,300     | 38,718           | 5,642      | 100     | 100 |     |
| Dec. 31, 1897  | 23.3  | 3.0        | 24.6  | 45             | 40 | 713                | Little Miami                         | 654,265               | 654,265    | 654,265    | 18,257    | 614,646      | 44,000  | 8,937     | 12.8        | 12.8   | 24,042     | 29,300     | 38,718           | 5,642      | 100     | 100 |     |
| Sept. 30, 1897 | 94.0  | 26.0       | 81.0  | 14             | 13 | 5                  | Long Branch and Sea Shore            | 8,805,508             | 8,805,508  | 8,805,508  | 3,000,000 | 835,000      | 835,000 | 4,448     | 120.0       | 120.0  | 19,437,628 | 5,420,500  | 683,016          | 449,189    | 50      | 50  |     |
| Jan. 1, 1898   | 65.0  | 31.7       | 63.7  | 66             | 45 | 23                 | Louisville, Cincinnati and Lexington | 1,532,645             | 1,532,645  | 1,532,645  | 474,397   | 93,250       | 283,550 | 1,532,645 | 8,937       | 50.0   | 50.0       | 21,430,247 | 29,321,008       | 2,928,439  | 918,093 | 100 | 100 |
| Jan. 30, 1898  | 288.0 | 63.1       | 3.7   | 24             | 18 | 7                  | Louisville and Nashville             | 1,532,645             | 1,532,645  | 1,532,645  | 474,397   | 93,250       | 283,550 | 1,532,645 | 8,937       | 50.0   | 50.0       | 21,430,247 | 29,321,008       | 2,928,439  | 918,093 | 100 | 100 |
| Sept. 30, 1897 | 288.0 | 63.1       | 3.7   | 24             | 18 | 7                  | Louisville and Nashville             | 1,532,645             | 1,532,645  | 1,532,645  | 474,397   | 93,250       | 283,550 | 1,532,645 | 8,937       | 50.0   | 50.0       | 21,430,247 | 29,321,008       | 2,928,439  | 918,093 | 100 | 100 |
| Nov. 30, 1897  | 21.0  | 4.5        | 124.0 | 2              | 3  | 1                  | Louisville and Nashville             | 1,532,645             | 1,532,645  | 1,532,645  | 474,397   | 93,250       | 283,550 | 1,532,645 | 8,937       | 50.0   | 50.0       | 21,430,247 | 29,321,008       | 2,928,439  | 918,093 | 100 | 100 |
| Oct. 31, 1897  | 50.0  | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Nov. 30, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Jan. 1, 1898   | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Oct. 31, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Nov. 30, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Jan. 1, 1898   | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Oct. 31, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Nov. 30, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Jan. 1, 1898   | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Oct. 31, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Nov. 30, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Jan. 1, 1898   | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Oct. 31, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Nov. 30, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Jan. 1, 1898   | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Oct. 31, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Nov. 30, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Jan. 1, 1898   | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Oct. 31, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Nov. 30, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Jan. 1, 1898   | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Oct. 31, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Nov. 30, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Jan. 1, 1898   | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   | 296,832    | 311,000    | 94,046           | 62,500     | 50      | 50  |     |
| Oct. 31, 1897  | 102.5 | 7.0        | 38.8  | 17             | 8  | 208                | Lykens and Lawrence                  | 332,853               | 332,853    | 332,853    | 6,845     | 700,000      | 75,000  | 2,160     | 50.0        | 50.0   |            |            |                  |            |         |     |     |

|               |      |    |    |   |     |                             |           |        |        |           |         |         |        |       |                            |        |
|---------------|------|----|----|---|-----|-----------------------------|-----------|--------|--------|-----------|---------|---------|--------|-------|----------------------------|--------|
| Feb. 28, 1868 | 25.5 | 12 | 12 | 5 | 110 | North and Southern Alabama. | 2,143,131 | 28,302 | 27,648 | 1,053,906 | 873,000 | 206,683 | 10,406 | 102.0 | (Leased to Selma and Merid | 12,450 |
| Feb. 28, 1868 | 25.0 | 12 | 12 | 5 | 110 | North and Southern Alabama. | 2,143,131 | 28,302 | 27,648 | 1,053,906 | 873,000 | 206,683 | 10,406 | 102.0 | (Leased to Selma and Merid | 12,450 |
| Feb. 28, 1868 | 25.0 | 12 | 12 | 5 | 110 | North and Southern Alabama. | 2,143,131 | 28,302 | 27,648 | 1,053,906 | 873,000 | 206,683 | 10,406 | 102.0 | (Leased to Selma and Merid | 12,450 |
| Feb. 28, 1868 | 25.0 | 12 | 12 | 5 | 110 | North and Southern Alabama. | 2,143,131 | 28,302 | 27,648 | 1,053,906 | 873,000 | 206,683 | 10,406 | 102.0 | (Leased to Selma and Merid | 12,450 |
| Feb. 28, 1868 | 25.0 | 12 | 12 | 5 | 110 | North and Southern Alabama. | 2,143,131 | 28,302 | 27,648 | 1,053,906 | 873,000 | 206,683 | 10,406 | 102.0 | (Leased to Selma and Merid | 12,450 |
| Feb. 28, 1868 | 25.0 | 12 | 12 | 5 | 110 | North and Southern Alabama. | 2,143,131 | 28,302 | 27,648 | 1,053,906 | 873,000 | 206,683 | 10,406 | 102.0 | (Leased to Selma and Merid | 12,450 |
| Feb. 28, 1868 | 25.0 | 12 | 12 | 5 | 110 | North and Southern Alabama. | 2,143,131 | 28,302 | 27,648 | 1,053,906 | 873,000 | 206,683 | 10,406 | 102.0 | (Leased to Selma and Merid | 12,450 |
| Feb. 28, 1868 | 25.0 | 12 | 12 | 5 | 110 | North and Southern Alabama. | 2,143,131 | 28,302 | 27,648 | 1,053,906 | 873,000 | 206,683 | 10,406 | 102.0 | (Leased to Selma and Merid | 12,450 |
| Feb. 28, 1868 | 25.0 | 12 | 12 | 5 | 110 | North and Southern Alabama. | 2,143,131 | 28,302 | 27,648 | 1,053,906 | 873,000 | 206,683 | 10,406 | 102.0 | (Leased to Selma and Merid | 12,450 |
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## CITY PASSENGER RAILROAD SHARE AND BOND LIST.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

| Fiscal year ending. | Length, completed in progress or projected. | Equip-ment. | Compan-ies. | Cost of Road and Equip-ment.     | Share Capital paid in. | Indebted-ness. |                           | Earnings. |           | Dividends on paid capital. | Par Value. | Market Price. |
|---------------------|---|-------------|-------------|----------------------------------|------------------------|----------------|---------------------------|-----------|-----------|----------------------------|------------|---------------|
|                     |   |             |             |                                  |                        | Bonded Debt.   | Floating Debt.            | Gross.    | Net.      |                            |            |               |
|                     | m.  | m.          | No. No. N.  |                                  |                        |                |                           |           |           |                            |            |               |
| MASSACHUSETTS.      |   |             |             |                                  |                        |                |                           |           |           |                            |            |               |
| 30 Nov. '67         | 3.53  |             |             | Boston and Chelsea               | 110,000                | 110,000        |                           | 8,800     | 7,396     | 6.8                        |            | 37            |
| 30 Nov. '67         | 6.84  |             |             | Broadway, Boston                 | 402,468                | 325,000        |                           | 64,370    | 187,427   | 29,480                     | 9.5        | 60 1/2        |
| 30 Nov. '67         | 28.31                                       |             |             | Cambridge                        | 877,894                | 727,800        | 150,000                   | 01        |           |                            |            | 100           |
| 30 Nov. '67         | 3.99  |             |             | Lowell (Horse)                   | 66,908                 | 55,830         |                           | 1,680     | 27,268    | 5,538                      |            |               |
| 30 Nov. '67         | 12.50                                       |             |             | Lynn and Boston                  | 289,426                | 200,000        | 50,000                    | 48,944    | 154,987   | loss.                      |            | 10            |
| 0 Nov. '67          | 3.00  |             |             | Malden and Melrose               | 60,246                 | 200,000        | 55,768                    |           | 24,138    | loss.                      |            | 25 1/2        |
| 30 Nov. '67         |   |             |             | Marginal Freight                 | 91,543                 | 94,200         |                           |           |           |                            |            |               |
| 30 Nov. '67         | 3.08  |             |             | Medford and Charlestown          | 36,600                 | 21,000         | 8,000                     |           | 23,442    | 2,240                      |            | 50            |
| 30 Nov. '67         | 42.99                                       |             |             | Metropolitan (Boston)            | 1,523,226              | 1,250,000      |                           | 183,198   | 736,709   | 129,635                    | 10         | 25            |
| 30 Nov. '67         | 7.21  |             |             | Middlesex (Boston)               | 499,685                | 400,000        | 41,539                    | 79,694    | 188,085   | 10,087                     |            | 60            |
| 31 Nov. '67         | 3.25  |             |             | Northampton & Williamsb.         | 300,000                | 800,000        |                           | 2,311     | 14,273    | 1,125                      |            |               |
| 30 Nov. '67         | 2.13  |             |             | North Woburn street              | 27,242                 | 17,800         |                           | 13,500    | 368       | loss.                      |            |               |
| 30 Nov. '67         | 0.45  |             |             | Quincy                           | 136,840                | 71,600         | 64,424                    | 57,592    | 23,226    | loss.                      |            |               |
| 30 Nov. '67         | 7.10  |             |             | Salem and South Danvers          | 195,317                | 150,000        | 32,400                    | 6,268     | 38,637    | 4,500                      | 6          | 39 1/2        |
| 30 Nov. '67         | 8.74  |             |             | Somerville                       | 75,000                 | 75,000         |                           |           | 4,500     | 4,500                      | 6          |               |
| 30 Nov. '67         | 2.61  |             |             | Stoneham street (Boston)         | 37,800                 | 33,000         |                           |           | 8,589     | 89                         |            | 85            |
| 30 Nov. '67         | 6.84  |             |             | Suburban                         | 95,000                 | 5,000          | (Inc. in Mal. & Melrose.) |           |           |                            |            |               |
| 30 Nov. '67         |   |             |             | Union (Transportation)           | 203,870                | 200,000        | 24,000                    | 117,842   | 268,351   | 13,015                     | 6          |               |
| 30 Nov. '67         | 2.76  |             |             | Winnisimmet                      | 62,152                 | 58,300         |                           | 2,8       | 4,300     | 3,807                      | 4          |               |
| 30 Nov. '67         | 4.00  |             |             | Worcester                        | 89,673                 | 75,900         | 72,000                    | 26,000    |           |                            |            |               |
| CONNECTICUT.        |   |             |             |                                  |                        |                |                           |           |           |                            |            |               |
| 31 Jan. '64         | 3.0   |             |             | Fairhaven and Westville          | 100,000                | 100,000        |                           |           |           |                            |            |               |
| 31 Dec. '62         | 8.5   |             |             | Hartford and Wethersfield        | 300,000                | 300,000        |                           |           |           |                            |            |               |
| NEW YORK.           |   |             |             |                                  |                        |                |                           |           |           |                            |            |               |
| 30 Sep. '67         | 7.37  |             |             | Albany                           | 139,414                | 98,000         | 40,000                    |           | 71,861    | 15,873                     |            | 100           |
| 30 Sep. '67         | 22.00                                       |             |             | Bleeker St. & Fulton Ferry       | 1,746,441              | 900,000        | 694,000                   | 44,747    | 298,418   | 65,543                     |            | 100           |
| 30 Sep. '67         | 10.76                                       |             |             | Broadway (Brooklyn)              | 260,561                | 200,000        | 35,000                    | 10,015    | 107,736   | 28,744                     | 8          | 100           |
| 30 Sep. '67         | 15.01                                       |             |             | Broadway & 7th Ave., N. Y.       | 608,318                | 1,100,000      | 150,000                   |           | 687,438   | 263,214                    | 34         | 100           |
| 30 Sep. '67         | 8.00  |             |             | Brooklyn, Bath & Coney Is'd      | 166,259                | 99,880         | 80,000                    | 85,172    | 27,253    | 3,994                      |            | 100           |
| 30 Sep. '67         | 70.00                                       |             |             | Brooklyn City                    | 1,800,813              | 1,500,000      | 300,000                   |           | 1,131,129 | 195,907                    | 12         | 100           |
| 30 Sep. '67         | 11.30                                       |             |             | Brooklyn City & Newtown          | 553,340                | 400,000        | 200,000                   | 20,587    | 129,267   | 14,852                     |            | 100           |
| 30 Sep. '67         | 4.12  |             |             | Brooklyn City & Rock. Beh        | 125,586                | 107,700        | 45,000                    |           | 15,085    | 6,352                      |            | 100           |
| 30 Sep. '67         | 21.00                                       |             |             | Brooklyn Central & Jamaica       | 995,783                | 488,100        | 498,510                   | 47,3      | 192,290   | 9,470                      |            | 100           |
| 30 Sep. '67         | 8.13  |             |             | Buffalo Street                   | 184,357                | 50,000         | 109,500                   |           | 76,683    | 21,455                     |            | 100           |
| 30 Sep. '67         | 1.76  |             |             | Central City (Syracuse)          | 29,130                 | 21,180         | 6,000                     | 1,40      | 17,656    | 4,786                      | 84         | 100           |
| 30 Sep. '67         | 24.00                                       |             |             | Centr'l Pk. N. & E. Riv. (N. Y.) | 1,629,963              | 1,031,500      | 550,000                   | 64,8      | 753,916   | 16,285                     |            | 100           |
| 30 Sep. '67         | 14.82                                       |             |             | Coney Island & Brooklyn          | 614,672                | 500,000        | 141,000                   | 47,727    | 118,307   | 226                        |            | 100           |
| 30 Sep. '67         | 22.69                                       |             |             | D. Dock, E. B'dw. & Battery      | 678,114                | 1,200,000      | 672,000                   | 15,000    | 582,532   | 89,310                     | 6          | 100           |
| 30 Sep. '67         | 18.00                                       |             |             | Elgin Avenue                     | 1,420,972              | 1,000,000      | 203,000                   |           | 792,574   | 139,095                    | 12         | 100           |
| 30 Sep. '67         | 10.24                                       |             |             | 42nd St. & Grand St. Ferry       | 1,041,204              | 748,000        | 290,000                   |           | 300,969   | 94,714                     | 5          | 100           |
| 30 Sep. '67         | 6.50  |             |             | Grand St. & Newtown (W'g)        | 172,000                | 170,000        | 38,000                    | 5,00      | 74,420    | 18,793                     | 64         | 100           |
| 30 Sep. '67         | 3.00  |             |             | Genesee & Water st. (Syr.)       | 42,194                 | 42,500         |                           |           | 8,766     | 419                        |            | 100           |
| 30 Sep. '67         | 8.36  |             |             | Greenpoint & Williamsb'rg        | 144,000                | 44,390         | 100,600                   | 3,500     |           | 4,578                      |            | 100           |
| 30 Sep. '67         | 10.00                                       |             |             | Harlem Br. Morris & Ford'm       | 227,400                | 95,900         | 124,000                   | 7,500     | 68,803    | 4,578                      |            | 100           |
| 30 Sep. '67         | 3.56  |             |             | Kingston and Rondout             | 78,510                 | 78,000         |                           |           | 27,600    | 1,520                      |            | 100           |
| 30 Sep. '67         | 7.00  |             |             | Metropolitan (Brooklyn)          | 361,500                | 191,500        | 184,000                   | 4,000     | 24,961    | 4,000                      |            | 100           |
| 30 Sep. '67         | 12.20                                       |             |             | Ninth Avenue                     | 468,295                | 797,320        | 167,000                   |           | 92,671    | 16,881                     |            | 100           |
| 30 Sep. '67         | 6.76  |             |             | Niagara street (Buffalo)         | 118,083                | 80,000         | 40,000                    | 1,217     | 66,870    | 3,345                      |            | 100           |
| 30 Sep. '67         | 10.00                                       |             |             | Rochester City & Brighton        | 288,051                | 133,400        | 100,000                   | 13,000    | 48,259    | 1,501                      |            | 100           |
| 30 Sep. '67         | 16.00                                       |             |             | Second Avenue (N. Y.)            | 1,416,512              | 800,000        | 700,000                   | 137,6     | 658,941   | 9,470                      |            | 100           |
| 30 Sep. '67         | 8.37  |             |             | Sixth Avenue (N. Y.)             | 1,571,214              | 750,000        | 186,000                   |           | 563,166   | 73,564                     | 10         | 100           |
| 30 Sep. '67         | 5.33  |             |             | Skaneateles                      | 88,878                 | 67,780         | 20,000                    |           |           |                            |            | 100           |
| 30 Sep. '67         | 2.07  |             |             | Syracuse and Geddes              | 25,038                 | 25,000         | 25,000                    |           | 13,075    | 5,046                      | 20         | 100           |
| 30 Sep. '67         | 4.37  |             |             | Syracuse and Onondago            | 31,000                 | 31,000         |                           |           | 6,896     | 1,176                      | 5          | 100           |
| 30 Sep. '67         | 18.00                                       |             |             | Third Avenue (N. Y.)             | 2,453,404              | 1,170,000      | 1,380,000                 | 50,00     | 1,184,943 | 222,222                    | 12         | 180           |
| 30 Sep. '67         | 3.33  |             |             | Troy and Albia                   | 71,952                 | 44,150         | 19,000                    | 11,2      | 12,444    | 2,140                      |            | 100           |
| 30 Sep. '67         | 16.50                                       |             |             | Utica and Waterville             | 301,285                | 121,172        | 196,500                   | 1,200     | 76,176    | 14,707                     |            | 100           |
| 30 Sep. '67         | 2.25  |             |             | V. Brunt st & Erie Bas. (Bk'n)   | 87,000                 | 75,000         | 12,000                    | 1,5       | 17,396    | 2,267                      |            | 100           |
| 30 Sep. '67         | 15.62                                       |             |             | Westervliet (Albany)             | 234,388                | 200,000        | 134,000                   | 2,00      | 104,223   | 14,721                     | 9          | 100           |
| NEW JERSEY.         |   |             |             |                                  |                        |                |                           |           |           |                            |            |               |
| 31 Dec. '62         | 5.32  |             |             | Hoboken and Hudson City          | 32,000                 | 30,000         |                           | 2,000     |           |                            |            |               |
| 31 Dec. '62         | 6.05  |             |             | Hoboken and Weehawken            | 134,400                | 70,000         | 80,000                    |           | 17,228    | 9,986                      | 3          |               |
| 31 Dec. '62         | 10.47                                       |             |             | Jersey City & Bergen Point       |                        |                |                           |           |           |                            |            |               |
| 31 Dec. '62         | 17.00                                       |             |             | Orange and Newark                | 618,296                | 287,550        | 300,000                   | 30,750    | 124,671   | 30,568                     | 50         |               |
| 31 Dec. '62         | 6.80  |             |             | West Hoboken & Hoboken           | 100,000                | 40,000         | 60,000                    |           |           |                            |            |               |
| PENNSYLVANIA.       |   |             |             |                                  |                        |                |                           |           |           |                            |            |               |
| 31 Oct. '67         | 9.23  |             |             | Citizens' (Pittsburg)            | 230,480                | 166,000        | 56,300                    | 7,707     | 144,008   | 53,180                     | 24         | 50            |
| 31 Oct. '67         | 1.63  |             |             | Easton & South Easton            | 22,422                 | 24,500         | 500                       |           | 4,971     | 428                        | 2          | 25            |
| 31 Oct. '67         | 10.60                                       |             |             | Frankfort and Philadelphia       | 138,287                | 99,685         | 50,000                    | 11,666    | 16,786    | loss.                      |            | 50            |
| 31 Oct. '67         | 16.37                                       |             |             | Frankfort & Southw'k (Ph.)       | 766,491                | 491,650        | 200,000                   |           | 295,142   | 56,996                     | 6          | 50            |
| 31 Oct. '67         | 34.25                                       |             |             | Germantown                       | 542,270                | 112,245        | 350,000                   | 20,000    | 284,574   | 63,582                     | 26 1/2     | 50            |
| 31 Oct. '67         | 6.40  |             |             | Girard College (Phila.)          | 170,864                | 170,000        |                           |           | 112,204   | 15,978                     | 12 1/2     | 50            |
| 31 Oct. '67         | 4.84  |             |             | Green & Coates st. Phila.)       | 234,463                | 150,000        | 100,000                   |           | 170,439   | 9,604                      | 10         | 50            |
| 31 Oct. '67         | 2.00  |             |             | Harrisburg City                  | 57,948                 | 41,995         | 9,750                     | 2,248     | 9,777     | loss.                      |            | 25            |
| 31 Oct. '67         | 5.20  |             |             | Lombard & South st. (Phila.)     | 162,957                | 90,000         | 60,200                    | 7,900     | 66,529    | 13,046                     | 25         | 114           |
| 31 Oct. '67         | 7.25  |             |             | Oakland (Pittsburg & E. L.)      |                        | 59,500         | 57,718                    | 880       | 49,980    | loss.                      |            | 50            |
| 31 Oct. '67         | 3.00  |             |             | Peoples, Luzerne County          | 34,800                 | 34,800         |                           |           | 4,600     | 2,382                      |            | 100           |
| 31 Oct. '67         | 7.08  |             |             | Philadelphia City (C. & W.)      | 436,911                | 255,000        | 150,000                   | 61,011    | 226,044   | 53,011                     | 10         | 50            |
| 31 Oct. '67         | 5.61  |             |             | Philadelphia and Darby           | 250,419                | 160,000        | 89,000                    |           | 38,371    | 9,452                      | 12 1/2     | 47            |
| 31 Oct. '67         | 8.50  |             |             | Philadelphia & Gray's Ferry      | 286,583                | 285,307        |                           |           | 93,888    | 22,343                     | 3          | 50            |
| 31 Oct. '67         | 8.75  |             |             | Pittsb. Allegheny & Manch'r      | 146,895                | 110,000        | 35,600                    | 24,916    | 138,501   | 22,495                     | 10         | 50            |
| 31 Oct. '67         | 3.90  |             |             | Pittsburg and Birmingham         | 82,806                 | 76,000         | 10,000                    | 10,000    | 74,882    | 21,550                     | 11 1/2     | 50            |
| 31 Oct. '67         | 8.00  |             |             | Ridge Avenue & Manyunk           | 179,635                | 120,500        | 63,300                    |           | 40,799    | 6,725                      | 2          | 50            |
| 31 Oct. '67         | 3.96  |             |             | Schuylkill River (Phila.)        | 47,468                 | 50,000         |                           |           |           |                            |            | 50            |
| 31 Oct. '67         | 19.50                                       |             |             | Second & Third st. (Phila.)      | 487,936                | 339,007        | 114,200                   | 68,083    | 408,156   | 106,443                    | 18 1/2     | 46            |
| 31 Oct. '67         | 5.62  |             |             | 17th & 19th st. (Phila.)         | 114,368                | 130,000        |                           |           | 69,627    | 11,284                     | 44         | 50            |
| 31 Oct. '67         | 7.00  |             |             | 10th & 11th st. (Citizens')      | 176,044                | 192,750        |                           |           | 131,728   | 22,160                     | 31 1/2     | 68 1/2        |
| 31 Oct. '67         | 6.25  |             |             | 13th & 15th st. (Phila.)         | uncertain              |                |                           |           | 208,984   | 84,648                     |            | 50            |
| 31 Oct. '67         | 25.00                                       |             |             | Union (Philadelphia)             | 764,927                | 400,000        | 300,000                   |           | 366,348   | 42,591                     | 7 1/2      | 49            |
| 31 Oct. '67         | 6.00  |             |             | West Philadelphia                | 479,706                | 875,000        | 100,000                   |           | 281,058   | 50,692                     | 10         | 66 1/2        |
| 31 Oct. '67         | 4.13  |             |             | Wilkesbarre and Kingston         | 70,286                 | 49,800         |                           | 8,500     | 12,119    | 7,423                      |            | 50            |
| 31 Oct. '67         | 1.02  |             |             | Williamsport                     | 20,367                 | 15,600         | 5,000                     | 1,127     | 8,565     | 1,319                      |            | 25            |
| MARYLAND.           |   |             |             |                                  |                        |                |                           |           |           |                            |            |               |
| 31 Dec. '62         | 21.00                                       |             |             | Baltimore City                   | 700,000                | 670,000        |                           | 81,519    | 239,059   | 21,058                     |            | 17 1/2        |
| OHIO.               |   |             |             |                                  |                        |                |                           |           |           |                            |            |               |
| 31 Dec. '62         | 5.00  |             |             | Cincinnati Street                | 151,913                | 150,000        |                           |           |           |                            |            |               |
| 31 Dec. '62         | 5.00  |             |             | City (Cinc.) Passenger           | 111,412                | 100,000        |                           |           |           |                            |            |               |
| 31 Dec. '62         | 3.81  |             |             | Passenger (Cinc.)                | 69,837                 | 50,000         |                           |           |           |                            |            |               |

## PASSENGER RAILROAD BONDS.

| DESCRIPTION.                         | Amount<br>out-<br>standing. | INTEREST. |               | Principal<br>payable. | Market<br>price. |
|--------------------------------------|-----------------------------|-----------|---------------|-----------------------|------------------|
|                                      |                             | Rate.     | Pay-<br>able. |                       |                  |
| Broadway (Brooklyn):                 | \$ 27,500                   | 7         | Months.       | Year.                 | p c              |
| Real Estate Mortgage                 |                             | J. & J.   | Var.          |                       |                  |
| Broadway & 7th Avenue:               |                             |           |               |                       |                  |
| 1st Mortgage                         | 500,000                     | 7         | J. & D.       | 1884                  | ---              |
| Brooklyn, Bath & Coney Is'd          |                             |           |               |                       |                  |
| 1st Mortgage                         | 80,000                      | 7         | J. & J.       | 1883                  | ---              |
| Brooklyn and Rookaway                |                             |           |               |                       |                  |
| 1st Mortgage                         | 35,000                      | 7         | J. & J.       | ---                   | ---              |
| Brooklyn Centr. & Jamaica:           |                             |           |               |                       |                  |
| 1st Mortgage                         | 198,000                     | 7         | J. & D.       | 1870                  | ---              |
| Brooklyn City:                       |                             |           |               |                       |                  |
| 1st Mortgage                         | 170,000                     | 7         | J. & J.       | 1872                  | ---              |
| Brooklyn City & Newtown:             |                             |           |               |                       |                  |
| 1st Mortgage                         | 200,000                     | 7         | J. & J.       | 1872                  | ---              |
| Brooklyn City & Ridgewood:           |                             |           |               |                       |                  |
| 1st Mortgage                         | 20,000                      | 7         | J. & J.       | 1884                  | ---              |
| Cambridge:                           |                             |           |               |                       |                  |
| 1st Mortgage                         | 160,000                     | 6         | J. & J.       | 1883                  | 59               |
| Central Park, East & North<br>River: |                             |           |               |                       |                  |
| 1st Mortgage                         | 550,000                     | 7         | J. & J.       | 1874                  | ---              |
| Citizens' Pittsburg]:                |                             |           |               |                       |                  |
| 1st Mortgage                         | 66,300                      | 7         | J. & J.       | 1870                  | ---              |
| Coney Island and Brooklyn:           |                             |           |               |                       |                  |
| 1st Mortgage                         | 148,000                     | 7         | J. & J.       | 1873                  | ---              |
| Delaware County:                     |                             |           |               |                       |                  |
| 1st Mortgage                         | 6,500                       | 7         | ---           | ---                   | ---              |
| Dorchester:                          |                             |           |               |                       |                  |
| Real Estate Mortgage                 | 5,000                       | 6         | ---           | ---                   | ---              |
| D. Dock, E. B'dw. & Battery:         |                             |           |               |                       |                  |
| 1st Mortgage                         | 550,000                     | 7         | J. & J.       | ---                   | ---              |
| Eight Avenue:                        |                             |           |               |                       |                  |
| 1st Mortgage                         | 180,000                     | 7         | J. & J.       | ---                   | ---              |
| Forty-second street:                 |                             |           |               |                       |                  |
| 1st Mortgage                         | 127,150                     | 7         | J. & J.       | 1873                  | ---              |
| Real Estate                          | 134,500                     | 7         | J. & J.       | ---                   | ---              |
| Frankford and Southwark:             |                             |           |               |                       |                  |
| 1st Mortgage                         | 200,000                     | 7         | J. & J.       | 1869                  | 90               |
| Frankford and Philadelphia:          |                             |           |               |                       |                  |
| 1st Mortgage                         | 50,000                      | 7         | ---           | ---                   | ---              |
| Germantown:                          |                             |           |               |                       |                  |
| 1st Mortgage                         | 350,000                     | 7         | J. & J.       | 1869                  | ---              |
| Green and Coates St.:                |                             |           |               |                       |                  |
| 1st Mortgage                         | 100,000                     | 7         | J. & J.       | 1870                  | 98               |
| Harlem Br. Morris & Ford'n           |                             |           |               |                       |                  |
| 1st Mortgage                         | 124,000                     | 7         | J. & J.       | ---                   | ---              |
| Hestonville Mantua & Fair-<br>mount: |                             |           |               |                       |                  |
| 1st Mortgage                         | 183,600                     | 7         | J. & J.       | 1869                  | ---              |
| Hoboken and Weehawken:               |                             |           |               |                       |                  |
| 1st Mortgage                         | 60,000                      | 7         | M. & S.       | 1872                  | ---              |
| Lynn and Boston:                     |                             |           |               |                       |                  |
| 1st Mortgage [road]:                 | 50,000                      | 6         | J. & J.       | 71-72                 | 914              |
| Malden and Melrose:                  |                             |           |               |                       |                  |
| 1st Mortgage qua. antied.            | 58,727                      | 6         | ---           | ---                   | ---              |
| Medford and Charlestown:             |                             |           |               |                       |                  |
| 1st Mort. [Winter St. Br.]           | 9,500                       | 6         | ---           | ---                   | ---              |
| Middlesex:                           |                             |           |               |                       |                  |
| 1st Mortgage                         | 38,000                      | ---       | ---           | ---                   | ---              |
| Malden & Melrose bonds.              | 46,971                      | ---       | ---           | ---                   | ---              |
| Real Estate                          | 6,000                       | ---       | ---           | ---                   | ---              |
| Ninth Avenue:                        |                             |           |               |                       |                  |
| 1st Mortgage                         | 112,000                     | 7         | ---           | ---                   | ---              |
| North Philadelphia:                  |                             |           |               |                       |                  |
| 1st Mortgage                         | 100,000                     | 7         | ---           | 1869                  | ---              |
| Orange and Newark:                   |                             |           |               |                       |                  |
| 1st Mortgage Broad street.           | 100,000                     | 7         | J. & J.       | 1881                  | ---              |
| " " O. & Newark                      | 100,000                     | 7         | J. & J.       | 1880                  | ---              |
| 2d Mortgage " "                      | 100,000                     | 7         | J. & J.       | 1883                  | ---              |
| Philadelphia City:                   |                             |           |               |                       |                  |
| 1st Mortgage                         | 140,000                     | 6         | J. & J.       | 1879                  | 85               |
| Philadelphia and Darby:              |                             |           |               |                       |                  |
| 1st Mortgage                         | 17,000                      | 7         | J. & J.       | 1870                  | 88               |
| Phila. and Gray's Ferry:             |                             |           |               |                       |                  |
| 1st Mortgage                         | 15,500                      | 7         | J. & J.       | 1869                  | ---              |
| Pittsb. Allegh'y & Manch.:           |                             |           |               |                       |                  |
| 1st Mortgage                         | 35,000                      | 7         | J. & J.       | 1871                  | ---              |
| Pittsburg & Birmingham:              |                             |           |               |                       |                  |
| 1st Mortgage                         | 10,600                      | 7         | J. & J.       | 1870                  | ---              |
| Pittsburg & East Liberty:            |                             |           |               |                       |                  |
| 1st Mortgage                         | 87,000                      | 7         | J. & J.       | 1871                  | ---              |
| Quincy:                              |                             |           |               |                       |                  |
| Plain bonds.                         | 58,400                      | ---       | M. & S.       | 1868                  | ---              |
| Richmond and Schuylkill:             |                             |           |               |                       |                  |
| 1st Mortgage                         | 30,000                      | 7         | J. & J.       | 1870                  | ---              |
| Rochester City & Brighton            |                             |           |               |                       |                  |
| 1st Mortgage                         | 100,000                     | 7         | J. & J.       | ---                   | ---              |
| Second Avenue:                       |                             |           |               |                       |                  |
| 1st Mortgage                         | 520,000                     | 7         | J. & D.       | 1867                  | ---              |
| Second and Third Street:             |                             |           |               |                       |                  |
| 1st Mortgage                         | 100,000                     | 7         | J. & J.       | 1868                  | 90               |
| 2d Mortgage                          | 114,200                     | 7         | J. & J.       | 1869                  | 104              |
| Third Avenue:                        |                             |           |               |                       |                  |
| 1st Mortgage                         | 1,000,000                   | 7         | J. & J.       | 1870                  | ---              |
| Real Estate bonds                    | 480,900                     | ---       | ---           | ---                   | ---              |
| Union:                               |                             |           |               |                       |                  |
| Real Estate Mortgage                 | 300,000                     | 6         | J. & D.       | 1875                  | ---              |
| Utica and Waterville:                |                             |           |               |                       |                  |
| 1st Mortgage                         | 100,000                     | 7         | ---           | ---                   | ---              |
| Van Brunt st & Erie Basin:           |                             |           |               |                       |                  |
| 1st Mortgage                         | 12,000                      | 7         | J. & J.       | ---                   | ---              |
| West Hoboken & Hoboken:              |                             |           |               |                       |                  |
| 1st Mortgage                         | 60,000                      | 7         | M. & N.       | 1873                  | ---              |
| West Philadelphia:                   |                             |           |               |                       |                  |
| 1st Mortgage                         | 100,000                     | 7         | J. & J.       | 1869                  | ---              |

## PREFERRED &amp; GUARANTEED STOCKS.

(Marked with an asterisk (\*) are guaranteed by lessees and thus (f) have equal dividends with lessees' stock.)

| COMPANIES.  | Amount outstanding. | Rate. | Paid. | Market Price. |
|---|---------------------|-------|-------|---------------|
| <b>RAILROAD STOCKS:</b>                             |                     |       |       |               |
| Atlantic & Gt. West'n (O. D.) pref.                 | \$1,919,000         | 7     | ..    | ..            |
| Atlantic and St. Lawrence* guar.                    | 2,494,000           | 4     | ..    | ..            |
| Baltimore and Ohio, pref.                           | 3,000,000           | 6     | ..    | ..            |
| Berkshire,* guaranteed                              | 600,000             | 7     | 7     | ..            |
| Blossburg and Corning,* guar.                       | 250,000             | 5     | 5     | ..            |
| Boston, Concord and Montreal, pref.                 | 1,340,000           | 6     | 6     | ..            |
| Buffalo, N. York and Erie,* guar.                   | 950,000             | 7     | 7     | ..            |
| Camden and Atlantic, pref.                          | 600,000             | 7     | ..    | ..            |
| Cayuga and Susquehanna,* guar.                      | 2,200,000           | 7     | 7     | 68            |
| Cedar Rapids & Missouri,* preferred and guaranteed. | 589,110             | 9     | ..    | ..            |
| Central Ohio, preferred.                            | 400,000             | 7     | 7     | ..            |
| Chemung,* guar.                                     | 380,000             | 8     | 6     | ..            |
| Cheshire, preferred.                                | 2,017,815           | 7     | 3     | 69            |
| Chicago and Alton, pref.                            | 2,425,400           | 7     | 10    | 153           |
| Chicago, Iowa and Nebraska,* guar.                  | 2,600,000           | 10    | ..    | ..            |
| Chicago and Northwestern, pref.                     | 16,356,287          | 7     | 10    | 92            |
| Cleveland and Mahoning,* guar.                      | 2,056,000           | 7     | 7     | ..            |
| Cleveland and Toledo,* f guar.                      | 6,250,000           | 3     | ..    | ..            |
| Cocheco, preferred.                                 | 177,750             | 8     | ..    | ..            |
| Connecticut and Passumpsic Rivers, preferred        | 1,822,100           | 6     | 6     | 89            |
| Cumberland Valley, 1st pref.                        | 242,000             | 8     | 8     | ..            |
| " " 2d pref.  | 594,261             | 8     | 8     | ..            |
| Delaware,* guaranteed.                              | 1,500,000           | 6     | ..    | ..            |
| Detroit & Milwaukee,* preferred and guaranteed.     | 1,088,170           | 7     | 7     | 90            |
| Dubuque and Sioux City,* preferred and guaranteed.  | 330,380             | 7     | 7     | ..            |
| Dubuque Southwestern, pref.                         | 492,500             | 8     | 8     | ..            |
| Eastern (N. H.)* guaranteed.                        | 500,000             | 5     | 5     | ..            |
| Elmira, Jefferson and Canandaigua,* guaranteed.     | 500,000             | 5     | 5     | ..            |
| Elmira and Williamsport,* guar.                     | 500,000             | 7     | 7     | 85            |
| Elmira and Williamsport,* preferred and guaranteed. | 6,536,910           | 7     | 7     | 63            |
| Erie, preferred.                                    | 6,253,836           | 7     | 7     | 109           |
| Hannibal and St. Joseph, pref.                      | 1,182,550           | 7     | 7     | ..            |
| Harrisburg and Lancaster,* guar.                    | 1,180,000           | 8     | 4     | 74            |
| Housatonic, preferred.                              | 190,750             | 7     | 3     | ..            |
| Huntingdon & Broad Top Mountain, preferred          | 1,500,000           | 7     | 7     | ..            |
| Joliet and Chicago,* guar.                          | 300,000             | 8     | 8     | ..            |
| Joliet and Northern Indiana,* guar.                 | 500,000             | 7     | ..    | ..            |
| Lackawanna and Bloomsburg, pref.                    | 2,646,100           | 7     | 7     | ..            |
| Leds and Farmington,* guar.                         | 211,122             | 9     | 9     | ..            |
| Little Schuylkill,* guar.                           | 6,586,135           | 6     | ..    | ..            |
| Louisville, Cincinnati and Lexington, preferred     | 4,051,744           | 6     | ..    | ..            |
| Marietta and Cincinnati, 1st pref.                  | 1,000,000           | 9     | ..    | ..            |
| " " 2d pref.  | 588,800             | 10    | 10    | ..            |
| Manchester and Lawrence*                            | 323,375             | 10    | 10    | ..            |
| Michigan Southern, guaranteed.                      | 3,214,250           | 8     | 8     | 105           |
| Mill Creek and Mine Hill,* guar.                    | 1,014,000           | 7     | 7     | ..            |
| Milwaukee and P. du Chien, 1st pref.                | 8,050,892           | 7     | 7     | 81            |
| " " 2d pref.  | 3,775,000           | 8     | 8     | ..            |
| Milwaukee and St. Paul, preferred.                  | 282,250             | 12    | 12    | ..            |
| Mine Hill and Schuylkill Haven,* guaranteed.        | 1,344,000           | ..    | ..    | ..            |
| Mount Carbon & Ft. Carbon,* guar.                   | 1,500,000           | 8     | 8     | 120           |
| New Haven and Northampton*                          | 1,000,000           | 6     | 6     | ..            |
| New York and Harlem, pref.                          | 155,000             | 8     | 8     | ..            |
| Niagara Br. and Canandaigua,* guar.                 | 1,037,000           | 8     | 8     | ..            |
| North Eastern (S. C.) preferred.                    | 3,500,000           | 7     | 7     | 76            |
| Ogdensburg and L. Champlain, pref.                  | 630,000             | 8     | 8     | ..            |
| Ohio and Mississippi, pref.                         | 248,000             | 5     | 5     | ..            |
| Paterson and Hudson,* guar.                         | 1,200,000           | 6     | 6     | ..            |
| Paterson and Ramapo,* guar.                         | 6,996,700           | 10    | 10    | ..            |
| Peoria and Bureau Valley,* guar.                    | 1,551,800           | 10    | 10    | ..            |
| Philadelphia and Erie,* guar.                       | 1,099,130           | 6     | 6     | ..            |
| Philadelphia and Reading, pref.                     | 202,400             | 6     | 6     | ..            |
| Philadelphia and Trenton,* guar.                    | 1,500,000           | 6     | 6     | ..            |
| Pittsfield and North Adams,* guar.                  | 350,000             | 7     | 7     | ..            |
| Port. & Kennebec (Yarmouth) guar.                   | 142,900             | 7     | 7     | ..            |
| Portsmouth and Concord*                             | 557,560             | 7     | 7     | ..            |
| Richmond, Fredericksb. & Potomac, guaranteed.       | 2,040,000           | 7     | 7     | 68            |
| Rochester and Genesee Valley*                       | 445,596             | 6     | 6     | ..            |
| Rutland, preferred.                                 | 578,050             | 5     | 5     | ..            |
| St. Louis, Alton and T. H., pref.                   | 869,450             | 5     | 5     | ..            |
| Sandusky and Cincinnati, pref.                      | 1,300,000           | 7     | 7     | ..            |
| Schuylkill Valley,* guar.                           | 1,700,000           | 7     | 7     | ..            |
| Shamokin Valley & Pottsville,* guar.                | 1,000,000           | 7     | 7     | ..            |
| Tol., Peoria & Warsaw (W. D.) pref.                 | 274,000             | 7     | 7     | 78            |
| " " (E. D.) pref.                                   | 2,500,000           | 8     | 8     | ..            |
| Toledo, Wabash and Western, pref.                   | 1,408,300           | 7     | 7     | ..            |
| Troy and Greenbush,* guar.                          | 300,000             | 5     | 5     | ..            |
| Vermont and Canada,* guar.                          | 317,050             | 2     | ..    | ..            |
| Warren,* guar.                                      | ..                  | ..    | ..    | ..            |
| White Mountains,* guar.                             | ..                  | ..    | ..    | ..            |
| Wrightsv. York & Gettysburg,* pref.                 | ..                  | ..    | ..    | ..            |
| <b>CANAL STOCKS:</b>                                |                     |       |       |               |
| Delaware Division,* guar.                           | 1,633,350           | 8     | 8     | ..            |
| Morris, preferred.                                  | 1,175,000           | 10    | 10    | 70            |
| Schuylkill Navigation, pref.                        | 2,888,997           | 6     | 6     | 41            |
| Union, preferred.                                   | ..                  | ..    | ..    | ..            |
| <b>MISCELLANEOUS STOCKS:</b>                        |                     |       |       |               |
| Cumberland Coal, pref.                              | 5,774,400           | 7     | 7     | 38            |
| Murphy Mining, pref.                                | ..                  | ..    | ..    | 26            |

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

|  |         |    |    |         |
|--|---------|----|----|---------|
| Pig, Scotch, No. 1.....                  | per ton | 40 | @  | 42      |
| Pig, American, No. 1 (good to best)..... | ..      | 39 | @  | 40      |
| Pig, American, No. 2.....                | ..      | 37 | @  | 38      |
| Pig, American, Forge.....                | ..      | 35 | @  | 36      |
| Bar, Refined, English and American.....  | ..      | 90 | @  | 95      |
| Bar, Swedes, assorted sizes.....         | (gold)  | 82 | 50 | @ 87 50 |

## STORE PRICES.

|   |         |     |    |       |
|---|---------|-----|----|-------|
| Bar, Swedes, ordinary sizes.....        | ..      | 145 | @  | 150   |
| Bar, English and American, Refined..... | ..      | 90  | @  | 92 50 |
| Bar, English and American, Common.....  | ..      | 85  | @  | 87 50 |
| Scroll.....                             | ..      | 125 | @  | 130   |
| Ovals and Half-round.....               | ..      | 122 | 50 | @ 150 |
| Band.....                               | ..      | 125 | @  | 130   |
| Horse Shoe.....                         | ..      | 125 | @  | 130   |
| Rods, ½@3-16 inch.....                  | ..      | 100 | @  | 100   |
| Hoop.....                               | ..      | 135 | @  | 135   |
| Nail Rod.....                           | per lb. | 8   | @  | 10    |
| Sheet, Russia, assorted No.'s.....      | (gold)  | 10  | @  | 11    |
| Sheet, Single D. and T. Common.....     | ..      | 5   | @  | 7     |
| Rails, English.....                     | (gold)  | 55  | @  | 56    |
| Rails, American.....                    | ..      | 74  | @  | 76    |
| Anvils, Eagle.....                      | per lb. | 9   | @  | 10    |

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

|  |    |   |    |
|--|----|---|----|
| English, Cast, (2d and 1st quality), per lb..... | 13 | @ | 22 |
| English Spring (2d and 1st quality).....         | 9  | @ | 11 |
| English Blister (2d and 1st quality).....        | 11 | @ | 19 |
| English Machinery.....                           | 12 | @ | 15 |
| English German (2d and 1st quality).....         | 14 | @ | 16 |
| American Blister "Black Diamond".....            | 10 | @ | 10 |
| American, Cast, Tool, do.....                    | 19 | @ | 19 |
| American, Spring, do.....                        | 10 | @ | 13 |
| American Machinery do.....                       | 10 | @ | 13 |
| American German do.....                          | 10 | @ | 13 |

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

|                              |         |    |   |    |
|------------------------------|---------|----|---|----|
| Sheathing, New.....          | per lb. | .. | @ | 33 |
| Bolts.....                   | ..      | 33 | @ | .. |
| Braziers.....                | ..      | 33 | @ | .. |
| Nails.....                   | ..      | .. | @ | 42 |
| Sheathing, &c., Old.....     | ..      | 22 | @ | 23 |
| Sheathing, Yellow Metal..... | ..      | .. | @ | 27 |
| Bolts, Yellow Metal.....     | ..      | .. | @ | 27 |
| American Ingot.....          | ..      | 26 | @ | 26 |

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.

|   |         |         |        |               |
|---|---------|---------|--------|---------------|
| Plate and Sheets and Terne Plates, 25 per cent. ad val. | ..      | ..      | ..     | ..            |
| Banca.....  | (gold)  | per lb. | ..     | 32            |
| Straits.....  | (gold)  | ..      | 31     | @ 32          |
| English.....  | (gold)  | ..      | 30     | @ 30          |
| Plates—Fair to good brands.....                         | (gold)  | ..      | ..     | ..            |
| I. C. Charcoal.....                                     | per box | 8       | 75     | @ 12 50       |
| I. C. Coke.....   | 7       | @       | 8      | 9 75 @ 11 25  |
| Coke Terne.....   | 6       | 12      | @ 6 25 | 8 50 @ 8 75   |
| Charcoal Terne.....                                     | 8       | @       | 8 25   | 11 25 @ 11 75 |

PETROLEUM—DUTY: Crude, 20 cents; Refined, 40 cents per gallon.

|   |             |   |    |    |
|---|-------------|---|----|----|
|   | per gallon. |   |    |    |
| Crude, 40 @ 47 gravity (in bulk), per gall.               | 21          | @ | 22 |    |
| Crude, 40 @ 47 gravity (in shipping order).....           | 25          | @ | —  |    |
| Refined, in bond, prime L. S. to W. (110 @ 115 test)..... | —           | @ | 36 |    |
| Refined, Standard White (in ship'g order).....            | —           | @ | 37 |    |
| Refined, prime White (in shipping order).....             | —           | @ | 38 |    |
| Refined, S. W. (in merchantable order).....               | 36          | @ | —  |    |
| Naphtha, Refined, (60 @ 63 gravity).....                  | 12          | @ | 13 |    |
| Residuum.....   | per bbl.    | 4 | @  | 25 |

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 14; over that, and not over 16 by 24, 2; over that, and not over 20 by 30, 2½; all over that, 3 cents per lb.

|  |              |    |    |         |
|--|--------------|----|----|---------|
| American Window—1st, 2d, 3d & 4th qualities. New List. | ..           | .. | .. | ..      |
| 6 by 8 to 7 by 9.....                                  | per 50 feet. | 7  | 75 | @ 6     |
| 8 by 10 to 10 by 15.....                               | ..           | 8  | 25 | @ 6 50  |
| 11 by 14 to 12 by 18.....                              | ..           | 9  | 75 | @ 7     |
| 14 by 16 to 16 by 24.....                              | ..           | 10 | 50 | @ 7 50  |
| 18 by 22 to 18 by 30.....                              | ..           | 12 | 25 | @ 8     |
| 20 by 30 to 24 by 30.....                              | ..           | 15 | @  | 9       |
| 24 by 31 to 24 by 36.....                              | ..           | 16 | 50 | @ 10    |
| 25 by 36 to 30 by 44.....                              | ..           | 17 | 50 | @ 12 50 |
| 30 by 46 to 32 by 48.....                              | ..           | 20 | @  | 13 50   |
| 32 by 50 to 32 by 56.....                              | ..           | 22 | @  | 14 50   |
| Above.....   | ..           | 25 | @  | 16      |

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)

|                           |              |    |    |        |
|---------------------------|--------------|----|----|--------|
| 6 by 8 to 8 by 10.....    | per 50 feet. | 8  | 50 | @ 6 25 |
| 8 by 11 to 10 by 15.....  | ..           | 9  | @  | 6 75   |
| 11 by 14 to 12 by 18..... | ..           | 10 | @  | 7 50   |
| 13 by 18 to 16 by 24..... | ..           | 11 | @  | 8      |
| 18 by 22 to 18 by 30..... | ..           | 13 | 50 | @ 9    |
| 20 by 30 to 24 by 30..... | ..           | 16 | 50 | @ 10   |
| 24 by 32 to 24 by 36..... | ..           | 18 | @  | 12     |
| 25 by 36 to 25 by 40..... | (3 qts.)     | .. | @  | 16     |
| 28 by 40 to 30 by 48..... | (3 qts.)     | .. | @  | 18     |
| 30 by 50 to 32 by 56..... | (3 qts.)     | .. | @  | 20     |
| 32 by 56 to 34 by 60..... | (3 qts.)     | .. | @  | 23     |

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

Th. 28. F. 29. Sat. 30. M. 1. Tu. 2. W. 3.

|                                   |     |     |     |     |     |
|-----------------------------------|-----|-----|-----|-----|-----|
| Atlantic M. S. S. Co.....         | ..  | ..  | ..  | ..  | ..  |
| Boston, Hartford & Erie.....      | ..  | ..  | ..  | ..  | ..  |
| California 7s (gold).....         | 126 | ..  | 126 | ..  | ..  |
| Canton Co.....                    | 61  | 61  | 60  | 60  | 60  |
| Central of N. Jersey.....         | 113 | 112 | 113 | 113 | 113 |
| Chicago & Alton.....              | 151 | ..  | 152 | ..  | ..  |
| .. pref.....                      | 150 | ..  | 153 | ..  | ..  |
| .. 1 M.....                       | ..  | ..  | ..  | ..  | ..  |
| .. S. F.....                      | ..  | ..  | ..  | ..  | ..  |
| .. Inc. bds.....                  | ..  | ..  | ..  | ..  | ..  |
| Chicago, Burl. & Q.....           | 188 | 187 | 189 | ..  | ..  |
| .. 8s, 1883.....                  | 111 | ..  | ..  | ..  | ..  |
| Chi. & Gt. Eastern 1st m. 84..... | 86  | 84  | 83  | 84  | 85  |
| Chi. & Northwestern.....          | 83  | 84  | 83  | 84  | 84  |
| .. pref.....                      | 90  | 92  | 91  | 92  | 91  |
| .. 1st M.....                     | ..  | ..  | ..  | 88  | ..  |
| .. Interest.....                  | ..  | 91  | ..  | ..  | ..  |
| .. S. F.....                      | ..  | ..  | ..  | ..  | ..  |
| .. Consol.....                    | ..  | 93  | 94  | 94  | ..  |
| Chic. Rock Isl. & Pac.....        | ..  | 130 | 131 | ..  | ..  |
| Chicago & R. I. 7s, 1870.....     | 101 | ..  | ..  | ..  | ..  |
| Chi. R. I. & Pa. 7s, 1896 93..... | 93  | 93  | 93  | 93  | 93  |
| Clev. Col. C. and Ind. 74.....    | 74  | 74  | 74  | 74  | 73  |
| Clev. and Pittsburgh.....         | 95  | ..  | 93  | ..  | 94  |
| .. 2 M.....                       | ..  | ..  | ..  | ..  | ..  |
| .. 3 M.....                       | ..  | 90  | ..  | ..  | ..  |
| .. 4 M.....                       | ..  | 75  | ..  | ..  | ..  |
| .. Consol.....                    | ..  | ..  | ..  | ..  | ..  |
| Clev. and Toledo.....             | 106 | 105 | 105 | 104 | 104 |
| .. S. F. 7s.....                  | ..  | ..  | 99  | 99  | ..  |
| Col. Chi. & Ind. C.....           | 54  | 57  | 53  | 51  | 51  |
| .. 1 M.....                       | 84  | 86  | 86  | 86  | 84  |
| Cumberland Coal pref.....         | ..  | 38  | 38  | ..  | ..  |
| Del. & Hudson Canal.....          | 125 | 125 | 126 | 125 | 126 |
| Del. Lack. & Western.....         | 119 | 120 | ..  | ..  | ..  |
| .. 1 M. 7s.....                   | ..  | ..  | ..  | 96  | ..  |
| Erie Railway.....                 | 38  | 38  | 38  | ..  | ..  |
| .. pref.....                      | 63  | ..  | ..  | ..  | ..  |
| .. 1 M. 7s, 1897.....             | ..  | ..  | ..  | ..  | ..  |
| .. 2 M. 7s, 1879.....             | ..  | 98  | ..  | ..  | ..  |
| .. 3 M. 7s, 1883.....             | ..  | ..  | ..  | ..  | ..  |
| .. 4 M. 7s, 1890.....             | ..  | ..  | ..  | 87  | 87  |
| .. 5 M. 7s, 1888.....             | ..  | ..  | ..  | ..  | ..  |
| Great Western 2d mort. 7s.....    | 78  | 78  | 78  | 79  | ..  |
| Hudson River.....                 | 136 | 135 | 135 | 136 | 136 |
| .. 1 M. 7s, 1869.....             | ..  | ..  | ..  | 100 | ..  |
| .. 2 M. S. F.....                 | 106 | 106 | ..  | ..  | ..  |
| .. 3 M. 7s, 1875.....             | ..  | ..  | ..  | ..  | ..  |
| Illinois Central.....             | 139 | ..  | 139 | ..  | ..  |
| .. bonds.....                     | ..  | ..  | ..  | ..  | ..  |
| Lake Shore (C. P. & A.) 103.....  | 102 | 102 | 101 | 101 | 1   |

## New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

Th. 28. F. 29. Sat. 30. M. 1. Tu. 2. W. 3

## FEDERAL STOCKS:—

|                                |      |      |      |      |      |
|--------------------------------|------|------|------|------|------|
| U. S. 5s, 1871, reg.           | 112½ | 112½ | 112½ | 112½ | 112½ |
| U. S. 5s, 1871, coup.          | 112½ | 112½ | 112½ | 112½ | 112½ |
| U. S. 5s, 1874, reg.           | 108½ | 108½ | 108½ | 108½ | 108½ |
| U. S. 5s, 1874, coup.          | 108½ | 108½ | 108½ | 108½ | 108½ |
| U. S. 5s, 10-40s, coup. 108½   | 108½ | 108½ | 108½ | 108½ | 108½ |
| U. S. 5s, 1881, reg.           | 111½ | 111½ | 111½ | 111½ | 111½ |
| U. S. 5s, 1881, coup.          | 112½ | 112½ | 112½ | 112½ | 112½ |
| U. S. 5s, '81, O.W.L.y.        | 108  | 108  | 108  | 108  | 108  |
| U. S. 5s, 1881, 1y.            | 109½ | 109½ | 109½ | 109½ | 109½ |
| U. S. 5s, 5-20s, reg. 62.109½  | 113½ | 113½ | 113½ | 113½ | 113½ |
| U. S. 5s, 5-20s, c. 1892. 113½ | 113½ | 113½ | 113½ | 113½ | 113½ |
| U. S. 5s, 5-20s, reg. 64.      | 109½ | 109½ | 109½ | 109½ | 109½ |
| U. S. 5s, 5-20s, c. 1864. 109½ | 109½ | 109½ | 109½ | 109½ | 109½ |
| U. S. 5s, 5-20s, reg. 65.      | 110½ | 110½ | 110½ | 110½ | 110½ |
| U. S. 5s, 5-20s, c. 1865. 110½ | 110½ | 110½ | 110½ | 110½ | 110½ |
| U. S. 5s, 5-20s, r. n. 65.     | 108½ | 108½ | 108½ | 108½ | 108½ |
| U. S. 5s, 5-20s, c. n. 65.     | 108½ | 108½ | 108½ | 108½ | 108½ |
| U. S. 5s, 5-20s, reg. 67.108½  | 108½ | 108½ | 108½ | 108½ | 108½ |
| U. S. 5s, 5-20s, c. 1867. 108½ | 108½ | 108½ | 108½ | 108½ | 108½ |
| U. S. 5s, 5-20s, reg. 68.      | 109½ | 109½ | 109½ | 109½ | 109½ |
| U. S. 5s, 5-20s, c. 68.        | 109½ | 109½ | 109½ | 109½ | 109½ |
| U. S. 5s, Pac.R.R.issue 101½   | 101½ | 101½ | 101½ | 101½ | 101½ |

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

W. 27. Th. 28. F. 29. Sat. 30. M. 1. Tu. 2

|                             |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|
| Catawissa                   | 34½  | 34½  | 34½  | 34½  | 34½  |
| Camden and Amboy            | 124  | 124  | 124  | 124  | 124  |
| 6s, 1870                    | 88½  | 88½  | 88½  | 88½  | 88½  |
| 6s, 1875                    | 88½  | 88½  | 88½  | 88½  | 88½  |
| 6s, 1883                    | 88½  | 88½  | 88½  | 88½  | 88½  |
| 6s, 1889                    | 93½  | 93½  | 93½  | 93½  | 93½  |
| mort. 6s, '89 93            | 93½  | 93½  | 93½  | 93½  | 93½  |
| Elmira & Williamsport       | 31   | 31   | 31   | 31   | 31   |
| 7s, pref.                   | 91½  | 91½  | 91½  | 91½  | 91½  |
| Lehigh Navigation           | 31½  | 31½  | 31½  | 31½  | 31½  |
| 6s, 1884                    | 82½  | 82½  | 82½  | 82½  | 82½  |
| Gold L.                     | 90   | 90   | 90   | 90   | 90   |
| R. R. L.                    | 83   | 83   | 83   | 83   | 83   |
| Lehigh Valley R.R.          | 56½  | 56½  | 56½  | 56½  | 56½  |
| 6s new.                     | 94½  | 94½  | 94½  | 94½  | 94½  |
| Little Schuylkill R.R.      | 43½  | 43½  | 43½  | 43½  | 43½  |
| 7s.                         | 94½  | 94½  | 94½  | 94½  | 94½  |
| Minerhill                   | 55   | 55   | 55   | 55   | 55   |
| Morris Canal                | 70   | 70   | 70   | 70   | 70   |
| 6s, 1876                    | 88½  | 88½  | 88½  | 88½  | 88½  |
| North Pennsylvania          | 34½  | 34½  | 34½  | 34½  | 34½  |
| 6s, 1880                    | 88½  | 88½  | 88½  | 88½  | 88½  |
| 7s.                         | 88   | 88   | 88   | 88   | 88   |
| 10s, 1887                   | 93½  | 93½  | 93½  | 93½  | 93½  |
| Northern Central            | 49   | 49   | 49   | 49   | 49   |
| Pennsylvania R.R.           | 57½  | 57½  | 57½  | 57½  | 57½  |
| 1st M.                      | 99½  | 99½  | 99½  | 99½  | 99½  |
| 2d M.                       | 103  | 103  | 103  | 103  | 103  |
| Penn. State, 6s, 1st series | 103  | 103  | 103  | 103  | 103  |
| 6s, 2d series               | 105  | 105  | 105  | 105  | 105  |
| 6s, 3d series               | 106  | 106  | 106  | 106  | 106  |
| 6s, W. L.                   | 100½ | 100½ | 100½ | 100½ | 100½ |
| Philadelphia City, 6s.      | 97   | 97   | 97   | 97   | 97   |
| new                         | 100½ | 100½ | 100½ | 100½ | 100½ |
| Philad. Germ. & Nor.        | 69   | 69   | 69   | 69   | 69   |
| Phila. & Reading            | 48½  | 48½  | 48½  | 48½  | 48½  |
| 7s, 1893                    | 105  | 105  | 105  | 105  | 105  |
| Philadelphia and Erie       | 26½  | 26½  | 26½  | 26½  | 26½  |
| 6s.                         | 26½  | 26½  | 26½  | 26½  | 26½  |
| Schuylkill Navigation       | 10½  | 10½  | 10½  | 10½  | 10½  |
| 6s, 1882                    | 68   | 68   | 68   | 68   | 68   |
| 6s, 1876                    | 68   | 68   | 68   | 68   | 68   |
| 6s, 1872                    | 68   | 68   | 68   | 68   | 68   |
| Susq. Canal                 | 47   | 47   | 47   | 47   | 47   |
| 6s, 1878                    | 47   | 47   | 47   | 47   | 47   |
| Union Canal, pref.          | 47   | 47   | 47   | 47   | 47   |
| 6s, 1878                    | 47   | 47   | 47   | 47   | 47   |
| Wyoming Valley Canal        | 47   | 47   | 47   | 47   | 47   |
| bonds.                      | 47   | 47   | 47   | 47   | 47   |
| Hestonville, (Horse)        | 11   | 11   | 11   | 11   | 11   |
| Chestnut & Wal.             | 39   | 39   | 39   | 39   | 39   |
| Green & Coates              | 46   | 46   | 46   | 46   | 46   |
| 2d and 3d streets           | 18   | 18   | 18   | 18   | 18   |
| Spruce and Pine             | 18   | 18   | 18   | 18   | 18   |
| 13th and 15th sts.          | 18   | 18   | 18   | 18   | 18   |

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

W. 27. Th. 28. F. 29. Sat. 30. M. 1. Tu. 2

|                             |     |     |     |     |     |
|-----------------------------|-----|-----|-----|-----|-----|
| Baltimore City 6s, 1875. 95 | 95  | 95  | 95  | 95  | 95  |
| 1886                        | 94½ | 94½ | 94½ | 94½ | 94½ |
| 1890                        | 94½ | 94½ | 94½ | 94½ | 94½ |
| 1893                        | 94½ | 94½ | 94½ | 94½ | 94½ |
| Balt and Ohio               | 120 | 120 | 120 | 120 | 120 |
| bonds, 1875.                | 93  | 93  | 93  | 93  | 93  |
| 1880.                       | 94  | 94  | 94  | 94  | 94  |
| 1885.                       | 94  | 94  | 94  | 94  | 94  |
| Marietta & Cin. 1st M.      | 92½ | 92½ | 92½ | 92½ | 92½ |
| 2d M.                       | 74  | 74  | 74  | 74  | 74  |
| Northern Central            | 49  | 49  | 49  | 49  | 49  |
| bonds, 1885.                | 83½ | 83½ | 83½ | 83½ | 83½ |
| 1900.                       | 83½ | 83½ | 83½ | 83½ | 83½ |
| N. W. Va. 1st mort.         | 90  | 90  | 90  | 90  | 90  |
| 2d mort.                    | 90  | 90  | 90  | 90  | 90  |
| 3d mort.                    | 90  | 90  | 90  | 90  | 90  |
| City Passenger R.R.         | 17½ | 17½ | 17½ | 17½ | 17½ |

## Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

Th. 28. F. 29. Sat. 30. M. 1. Tu. 2. W. 3

|                          |      |      |      |      |      |
|--------------------------|------|------|------|------|------|
| Boston and Albany        | 146½ | 146½ | 146½ | 147  | 146½ |
| Boston and Lowell        | 135½ | 135½ | 135½ | 136  | 135½ |
| Boston and Maine         | 135½ | 135½ | 135½ | 136  | 135½ |
| Boston and Providence    | 135½ | 135½ | 135½ | 136  | 135½ |
| Boston, Hartford & Erie  | 27½  | 27½  | 27½  | 27½  | 27½  |
| 7s, new.                 | 63½  | 63½  | 63½  | 63½  | 63½  |
| Cheshire, pref.          | 69½  | 69½  | 69½  | 69½  | 69½  |
| Concord.                 | 128  | 130  | 130  | 130  | 130  |
| Connecticut River        | 117  | 116½ | 116½ | 116½ | 116½ |
| Eastern                  | 136  | 136  | 136  | 136  | 136  |
| Fitchburg                | 131½ | 131½ | 131½ | 131½ | 131½ |
| Manchester & Lawr'ce     | 120  | 120½ | 120  | 120  | 120  |
| Michigan Central         | 113  | 113  | 113  | 113  | 113  |
| Northern, N. H.          | 67   | 67   | 67   | 67   | 67   |
| Ogdens. & Lake Cham      | 105  | 105  | 105  | 105  | 105  |
| pref.                    | 95   | 95   | 95   | 95   | 95   |
| Old Colony & Newport     | 52½  | 52½  | 53   | 52½  | 52½  |
| Ph. Wil. & Baltimore     | 102  | 102  | 102  | 102  | 102  |
| Port'd, Saco & Ports     | 102½ | 102½ | 102½ | 102½ | 102½ |
| Vermont & Canada         | 63   | 63   | 64   | 64   | 64   |
| Vermont & Mass.          | 103  | 103  | 103  | 103  | 103  |
| Vt.C. & Vt. & C. Eq. 8s. | 103  | 103  | 103  | 103  | 103  |
| Broadway (Horse)         | 64   | 64   | 64   | 64   | 64   |
| Cambridge                | 64   | 64   | 64   | 64   | 64   |
| Metropolitan             | 64   | 64   | 64   | 64   | 64   |
| Middlesex                | 64   | 64   | 64   | 64   | 64   |
| Central Mining Co.       | 16½  | 16½  | 17   | 16   | 16   |
| Copper Falls             | 16½  | 16½  | 16   | 15½  | 16   |
| Franklin                 | 16½  | 16½  | 16   | 15½  | 16   |
| Huron                    | 16½  | 16½  | 16   | 15½  | 16   |
| Isle Royale              | 16½  | 16½  | 16   | 15½  | 16   |
| National                 | 16½  | 16½  | 16   | 15½  | 16   |
| Minnesota                | 16½  | 16½  | 16   | 15½  | 16   |
| Pewabic                  | 9½   | 9½   | 9½   | 9½   | 9½   |
| Pittsburg                | 9½   | 9½   | 9½   | 9½   | 9½   |
| Quincy                   | 25½  | 25½  | 25½  | 25½  | 25½  |

## London Stock Exchange.

Closing Prices.

Jan. 15. Jan. 8.

|                                       |     |     |     |     |
|---------------------------------------|-----|-----|-----|-----|
| All. & Gt. West. N. Y. sec. 7 per ct. | 65  | 70  | 65  | 70  |
| 1st mort., 1880.                      | 65  | 70  | 65  | 70  |
| Do. do., 2d mort., 1881.              | 65  | 70  | 65  | 70  |
| Do. Penn., 1st mort., 1877.           | 65  | 70  | 65  | 70  |
| Do. do., 2d mort., 1882.              | 65  | 70  | 65  | 70  |
| Do. Consol. 7 per cent. mort. bonds   | 45½ | 46½ | 43½ | 44½ |
| £100 paid, 1890.                      | 60  | 62  | 60  | 62  |
| Detroit and Milwaukee 1st mort. 7s.   | 60  | 63  | 60  | 63  |
| Do. 2d mort. 8 p. c.                  | 60  | 63  | 60  | 63  |
| Erie shares 100 dol. all paid.        | 26½ | 27  | 26½ | 27  |
| Do. sterig. 6 p. c. convertible bonds | 60  | 65  | 60  | 65  |
| Do. 3d mort. 7 p. c. 1883             | 60  | 65  | 60  | 65  |
| Illinois Central, 6 per cent., 1875.  | 99  | 101 | 99  | 101 |
| Do. Redemption mort. bonds 6 p. c. 99 | 99  | 101 | 99  | 101 |
| Do. 7 per cent., 1875.                | 70  | 81  | 78  | 80  |
| Do. 100 dol. shares, all paid.        | 92½ | 93½ | 95  | 96  |
| Marietta and Cin. R. R. bonds 7 p. c. | 75  | 80  | 75  | 80  |
| Panama General mort. 7s, 1897.        | 106 | 108 | 106 | 108 |
| Penn. R. R. bonds, 2d mort. 6 per ct. | 95  | 97  | 95  | 97  |
| Do. General mort. 6 p. c. 1910.       | 84  | 86  | 84  | 86  |
| Philadelphia and Erie 1st mort. 1881. | 88  | 90  | 88  | 90  |
| Do. with option to be paid in Phila.  | 89  | 91  | 89  | 91  |

## American Railroad Journal.

Saturday, February 6, 1869.

## Stock Exchange and Money Market.

The Money Market has shown more activity since our last. The available supply of Money has been liberal; but the speculative, as well as the mercantile, demand has been on an enlarged scale, and rates have been well supported at 6@7, generally at 7 per cent. on call, and 7@9 per cent. per annum in the discount form. The banks made a less satisfactory exhibit, in their last weekly return, having reported a loss of \$115,701 in the deposit line, and \$1,079,274 in the specie reserve. They made an addition of \$725,450 to their legal tender average, during the week, and of \$216,490 to their loan and discount footing. These variations, however, have not been deemed of importance. The change to ease is more gradual than that which occurred this time last season, when the loans and discounts were expanded eight millions for the week ending Feb. 1, 1868. The Banks are showing, at present, a commendable caution in view of the fact that, while they temporarily hold nearly four millions more gold, they return ten and a half millions less in greenbacks than at the beginning of February last year. The domestic exchanges are generally

in favor of New York, or if adverse, as at New Orleans, the difference is too slight to require the transmission of currency from New York. Trade shows, for the week past, some improvement in the line of exports, and we learn that freight engagements to a fair extent have been made for cotton chiefly per steamer to Liverpool. The market begins to exhibit signs of responding to the recent speculation on this side. The U. S. Sub Treasury reduced its cash balances, about three millions, last week, and about 4¼ millions in all January, holding at the close of the month \$83,673,755, against \$87,901,164 at the beginning of it.

The specie reserve of the city banks is now \$27,784,923, against \$23,955,320 same time last year. The city bank deposits are now \$196,985,462, against \$213,330,524 week ending Feb. 1, 1868. The legal tender reserve amounts to \$54,747,569, against \$65,197,153 same time last year. The circulation now stands at \$34,231,156, against \$34,068,321 same time last year. The loans are now \$265,171,109, against \$266,415,613 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$103,226,716 a day, against a daily average of \$111,872,424 the preceding week, and \$112,682,602 the week ending with Jan. 13, 1869. The current week's exchanges average about \$119,450,000 a day. The city banks, last week, lost \$1,079,274 of specie, \$115,701 of deposits, while they gained \$725,450 of legal tender notes. They increased their loans, \$216,490; and reduced their circulation, \$34,790.

National Bank notes to the amount of \$201,200 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$312,128,026, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$12,382,260, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,858,931,) an actual circulation at this date, of \$299,745,766. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,570,600; and for the public deposits, \$35,047,350—making a total of \$377,617,950. The Treasury Department last week redeemed and destroyed \$741,600 of worn and mutilated fractional currency, and issued \$1,054,377 of new. The outstanding amount of fractional currency on the 1st of January, 1869, was \$34,215,716, against \$33,875,268 on the 1st of December, 1868.

The average amounts of the Gold Exchange Bank loans and discounts last week was \$1,375,589, average amount of specie \$1,344,083, average amount of deposits \$1,919,190.

The U. S. Sub-Treasury receipts, week ending with Jan. 30, were \$7,097,628, including \$2,246,626 from customs duties; payments, \$10,024,455, including \$1,825,887 of coin interest; balance at the close of the week, \$83,673,727, against \$86,600,554, at the close of the preceding week, showing a decrease of \$2,926,826. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$741,273 including \$305,000 from customs; and payments, \$916,726, including \$283,000 of coin interest; on Tuesday, receipts, \$1,189,606 including \$387,000 from customs, and payments,

\$674,007, including \$187,845 of coin interest. The balance at the close of business on Tuesday stood at \$84,015,873, against \$86,977,180 a week previous; and \$83,298,837, on Jan. 13, 1869. The aggregate receipts of the office in January were \$60,627,079, including \$9,702,416 from customs, aggregate payments, \$64,854,493, including \$18,543,453 of coin interest.

The outstanding amount of coin certificates on the 1st of Jan., 1869, was \$27,036,020, against 23,255,840 on the 1st of Dec., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$946,600, and retired \$2,171,628 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during January, reached \$10,964,000.

The revenues of the Government yielded fairly last week again, particularly in the form of customs. The excises, last week, yielded about three millions; customs at the port of New York, \$2,246,626, and at the outports about \$750,000 (in coin) more, making the grand total income for the week equal to about \$7,120,360 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 84½ millions, according to the latest Washington advices.

Gold has been more freely dealt in, through the past week, chiefly by speculative operations for both higher and lower figures, especially on Monday and Tuesday.

The offerings of gold on Monday through a single brokerage firm were some four millions, which had the effect of weakening the price materially. Late on Monday, a brisk purchasing demand set in, leading to a sharp rally in the premium. On Wednesday, the dealings were on a less extensive scale, and the market exhibited less buoyancy. The range for the week was from 135¼ to 136¾, and the latest quotation on Wednesday was 135¾. The exports last week were a little less than a million. Thus far in the current week, the shipments have been \$536,000 on Tuesday, and none on Wednesday. The Government income in coin from customs at this port in January was nearly 2½ millions more than in January of last year, the aggregate having been \$9,702,416, against \$7,204,590. The coin certificates issued by the office in January reached nearly 11 millions; and the coin interest disbursements, about 18½ millions.

The customs demand for Gold last week, averaged \$357,771 a day; thus far, this week, it has been equal to \$346,000 a day, or equal to a weekly aggregate of \$2,076,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$13,199, and since Jan. 1, \$141,732 against \$277,783 same time in 1868. The receipts from California, last week, were \$473,172. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$69,445,951, against \$64,308,723 same time in the preceding fiscal year. At the port of San Francisco in 1868, \$8,882,329, against \$7,622,827 in 1867.

The total receipts of California gold at this port, since July 1, 1868, have been \$13,923,282, against \$19,712,441 same time in fiscal year 1867

-68, showing a decrease in the current fiscal year, of \$4,789,159. The exports of specie, from this port, last week, were \$962,907, against \$169,100 same week last year; total, since July 1, 1868, \$25,023,378, against \$34,536,617 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$1,825,887; since July 1, 1868, \$61,234,802, against \$49,465,520 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1 to Dec. 31, 1868, were \$36,358,091, against \$48,224,237 same time in 1867.

There has been a fair inquiry most of the week for prime drafts of foreign exchange at a trifle stronger prices for bankers' sterling bills, the offerings of which have not been notably extensive. Bankers' prime sixty day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.18¾@5.15; sight bills on London to 110@110¾, and on Paris to 5.12½c.@5.11¼. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,705,274, against \$3,218,000 same week last year; total, since July 1, 1868, \$94,404,197, against \$107,721,089 same time in preceding fiscal year of 1867-'68.

Government securities have been less sought after by all classes of buyers, and have been consequently less firm and less buoyant in price; but the offerings have been comparatively limited, and there has been no pressure to sell on the part of regular holders; though some operators for lower figures, have been endeavoring to depress the market, with, however, nothing like encouraging success for their interest. The latest dealings were indicative of reviving vigor, both as regards the magnitude of the business, and the course of prices. The market was particularly strong for the exportable bonds on Wednesday. In these bonds, a rather extensive short interest was said to be in urgent need of protection, and that the recent efforts to manipulate the market both at home and in Europe were designed to benefit the short sellers.

U. S. sixes of 1881 closed here on Wednesday at 112¼@112½; U. S. Five-twenties of 1862, 113¾@113½; U. S. Five-twenties of 1864 at 109½@109¾; U. S. Five-twenties of 1865 at 110¾@111; U. S. Five-twenties of 1865, consolidated, 108½@108¾; U. S. Five-twenties of 1867, 108¾@108¾; U. S. Five-twenties of 1868, 108¾@109¼; U. S. Ten-forties at 108½@108¾; U. S. Six per cent. currency bonds, 101¾@102¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

|                         | Jan. 20. | Jan. 27. | Feb. 3. |
|-------------------------|----------|----------|---------|
| Consols .....           | 93¼      | 93¼      | 93¼     |
| U. S. 5-20's of 1862... | 75¾      | 75¾      | 76¼     |
| Erie .....              | 26½      | 26½      | 25½     |
| Ill. Central .....      | 93¼      | 92¾      | 93½     |

Railway and miscellaneous stocks have been in active demand, most of the week, at, on the whole, well maintained and generally buoyant prices. On Monday, the Boards formally enforced the rule recently adopted of calling only such stocks as had provided trustworthy places of registry, within easy reach of the brokers.

A fairly active business has been reported in domestic produce, particularly in Cotton and Provisions, which have improved in price. Breadstuffs have been depressed, under more liberal

offerings. Middling upland cotton closed buoyantly on Wednesday at 30cts@30¼cts per lb. The stock of cotton now here is estimated at about 56,000 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,345,000 bales, against 1,231,000 bales same time in 1867-'8; exports, same time 673,000 bales, against 713,000 bales same time in 1867-'8; stock on hand at latest dates, 339,000 bales, against 355,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 691 pkgs., against 555 pkgs., same time last year. From Boston, 807 pkgs., against 1,843 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in less demand and depressed in price, ranging from 10@17c. per lb.; week's receipts, 5,805. Milch cows ranged from \$40@110; receipts, 101. Veal calves plenty and in less request at 9@13c. per lb.; receipts, 834. Sheep and lambs less sought after at from 5@7¾c. per lb.; receipts, 32,130. Swine in light supply and demand at from 11@11¾c. per lb., all live weight; receipts, 7,360. Foreign merchandise has been in good request, especially Groceries and Hides, which have been held with more confidence. The total imports of foreign dry goods, last week, were \$2,734,227, and the total amount marketed \$2,357,111. The value of foreign merchandise imported last week, was \$2,496,120—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$5,230,347, against \$3,947,594 same week last year; total since July 1, 1868, \$140,990,398, against \$130,922,984 in 1867-'8. A moderate business has been noted in the ocean freight line, the market closing more firmly. For Liverpool we quote flour at 1s. 9d. by sail, and 2s. by steamer, per bbl.; grain at 6½d.@7d. by sail, and 7d.@7¼d. by steamer, per bushel; cotton at ¾d.@¼d. by sail, and ¾d.@¾d. by steamer, per lb.; and heavy goods 17s. 6d.@27s. 6d. by sail, and 25s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 466.

The New York exports, exclusive of specie, for the week ending Feb. 2, and since the beginning of the year, compare as follows:

|                      | 1868.       | 1869.       |
|----------------------|-------------|-------------|
| For the week .....   | \$3,218,009 | \$3,705,274 |
| Prev. reported ..... | 13,360,704  | 11,071,919  |

Since January 1..... \$16,578,713 \$14,777,193

The imports for the week ending January 30, and since the beginning of the year, have been as follows:

|                        | 1868.       | 1869.       |
|------------------------|-------------|-------------|
| Dry goods .....        | \$1,321,855 | \$2,734,227 |
| Gen. merchandise ..... | 2,625,769   | 2,496,120   |

Total for the week..... \$3,947,624 \$5,230,347  
Previously reported.... 9,557,989 15,356,187

Since January 1..... \$13,505,613 \$20,586,534

The balance in the Sub-Treasury on Wednesday was \$84,119,970 70.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Toledo, Peoria and Warsaw 1st mort., E. D., 86; do., W. D., 83½; St. Louis and Rom Mt. 1st mort., 84; Am. Dock and Imp. Co., 95; Chicago and Milwaukee 1st mort., 89; Ohio and Miss. Consol. bonds, 86; Stonington R. R., 80; Norwich and Worcester R. R., 97; Dubuque and Sioux City R. R., 97; Hannibal and St. Joseph R. R., 110; do., pref. 109¾; do., conv. bonds, 110; do., Land Grant bonds, 108; Brooklyn 6s, W. L., 95½; Jersey City W. L., 94; Louisiana 6s, 73; do., 6s, Levee bonds, 67; Georgia 7s, 92½; Alabama 8s, 92¼; New York 7s, 1870, 101½; American Mer. Union Exp., 51; Merchants' Union Exp., 19½; Adams Exp. Co., 65; Wells-Fargo Exp., 30¾; U. S. Exp., 55½; Boston Water Power Co., 15¼; Mariposa, 8; do., pref., 26¼; do., Tr. 10s, cts., 61; Western Union Telegraph, 38¼; do., 7s, 84; Ashburton Coal, 2; Central Coal, 60; St. Nicholas Bank, 106; Fourth National Bank, 103½; Bank of Commerce, 122; Merchants Bank, 124; Bankers and Brokers' Ass., 110; Ocean Bank, 107; Park Bank, 154; Continental Bank, 99; Metropolitan Bank, 138; Bank of Republic, 116; Ninth National Bank, 109; Shoe and Leather Bank, 130; Bank of New York, 134½; Am. Ex. Bank, 115¼; East River Bank, 102; Tenth National Bank, 100; Bennehoff Run Oil, 0.40; Black Hawk Gold, 2.50; Consolidated Gregory Gold, 2.70; Central Petroleum, 0.85; Corydon, 0.10; Grass Valley, 0.45; Gunnell Gold, 0.60; Lehigh and Susq., 0.90; Montana Gold, 0.50; Manhattan Silver, 90.00; Nye Gold, 0.04; Smith and Parmelee Gold, 2.30; Walkill Lead, 0.25.

**Philadelphia.**—Sunbury and Erie 7s, 99; Phila. and Sunbury 7s, 91½; Lehigh Coal and Nav. Con. Loan, 76; West Jersey 6s, 90; Belvidere Delaware 2d mort., 90; do., 3d mort., 80; Phila. and Reading 6s, 1844-'80, 89; Oil Creek and Allegheny River R. R., 88½; Phila. and Trenton R. R., 123½; New Jersey State 6s, 102; Pittsburg 5s, 70½; Camden City bonds, 90¼; Penna. State 5s, coupon, 92½; St. Louis War Loan, 102¾; Phila. City 5s, 88; Tenth and Eleventh streets R. R., 68½; Girard College R. R., 27; Delaware Division Canal, 50; Chesapeake and Delaware Canal, 40; Feeder Dam Oil, 0.44; McClintock Oil, ¾; Keystone Zinc, 1½; Union Bank, 53; Seventh National Bank, 102; Farmers' and Mechanics' Bank, 123½; Mechanics' Bank, 31¾; Phila. Bank, 157½; Girard Bank, 59; Manuf. Bank, 31; Bank of North America, 240; Commercial Bank, 57. The latest quotations are: City 6s, 97@97½; do., free of tax, 100½@100¾; State 5s, reg., 97@99; do., coupon, 92½@93; do., 6s, W. L., 98½@—; do., 1st series, 103@103½; do., 2d series, 105@105½; do., 3d series, 106½@107½; Reading, 48¾@48½; do., 7s, 1893, 105@105¼; do., 6s, 1880, 88@90; Camden and Amboy, 124¾@124½; do., mort. 6s, 1889, 93¼@93½; do., 1883, 86@87; Penn. R. R., 57½@58; do., 1st mort., 98@98½; do., 2d mort., 95½@96; Little Schuylkill R. R., 43@43½; Morris Canal, 29@30; do., pref., 67½@70; do., bonds, 85@87; Wyoming Valley Canal, 28@35; do., 6s, 77@80; Susquehanna Canal, 12½@15; do., 6s, 55@56½; Sch. Nav., 9¾@10½; do., pref., 20½@20¾; do., 6s, 1882, 68@69; Delaware Div. Canal, 49@50; do., bonds, 80@80; Elmira and Williamsport, 30@31; do., pref., 40@44; do., 7s, 1873, 90¼@91½; do., 6s, 60@65; Lehigh Coal

and Navigation, 31½@31¾; do., 6s, 1884, 83@83½; do., R. R., Loan, 84¾@85; do., Gold Loan, 90½@90¾; North Pennsylvania, 84@84½; do., 6s, 89@89; do., Chattle 10s, 109@109; Philadelphia and Erie, 26@26½; do., 6s, 85@87; Minehill, 55@55½; Catawissa, 9½@11; do., pref., 34@34½; Lehigh Valley, 56¾@56½; do., 6s, new, 94¼@—; Fifth and Sixth streets, (horse), 35½@36; Second and Third, 46¼@46½; West Philadelphia, —@64½; Spruce and Pine, 25@27½; Green and Coates, 38½@39½; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 19@20; Girard College, 26½@29; Tenth and Eleventh, 70@—; Union, 40@43; Hestonville, 12½@12½.

**Boston.**—Burlington and Missouri River R. R. 7s, Land Grant, 89½; Rutland and Burlington 1st mort. 7s, 153; Vermont Central 1st mort., 7s, consol., 79½; Union Pacific R. R. 6s, gold, 98¼; Central Pacific R. R. 6s, gold, 98½; do., 7s, gold, 109½; Old Colony and Newport 7s, 1877, 103; do., 6s, 1876, 95; Boston and Lowell 6s, 1879, 98¼; Cheshire R. R. 6s, 92½; Eastern R. R. 6s, 1874, 95½; Cedar Rapids and Missouri R. R. 7s, 93¼; Norwich and Worcester R. R., 97¼; Summit Branch R. R., 21½; Sandusky, Cincinnati and Cleveland R. R., 25¾; do., 7s, 1900, 75; Worcester and Nashua R. R., 129½; Indianapolis and Cincinnati R. R., 17½; Rutland, 34½; do., pref., 76; Taunton Branch R. R., 115; Conn. and Pass. Rivers R. R., 89¾; Housatonic R. R. pref., 74¾; Boston Water Power Co., 15½; Cary Imp. Co., 8½; Waverly Land, 2; Essex Co., 131; Bullock Consol., gold, 62½c.; Vermont 6s, 99¾; New Hampshire 6s, 1873, 99½; Rhode Island 6s, 1883, 99½; Massachusetts 6s, 1872, gold, 120¼; do., 6s, 5-20s, currency, 101½; do., 5s, 1891, gold, 107½; St. Louis 6s, Wharf bonds, 89; Albany 6s, 1888, 95; Bath 6s, 1898, 94½; Charleston 6s, 1888, 100; Portland 6s, 1879, 97½; do., Building Loan, 97½; do., 1874, 96½; Chicago 7s, River Imp., 98½; do., W. L., 98½; do., Municipal, 94½; do., School Fund, 98; Cook Co., Ills., 7s, 97; Salem 6s, 1883, W. L., 100; Boston 6s, 1876, currency, 101¾; do., 5s, 1878, gold, 108; Atlantic National Bank, 129¾; Boylston National Bank, 146½; City National Bank, 109; Hide and Leather National Bank, 105; Howard National Bank, 111; Market National Bank, 112½; Merchants' National Bank, 117; North National Bank, 121; Revere National Bank, 140½; Rockland National Bank, 142¼; Shoe and Leather National Bank, 132¾; State National Bank, 111¾; Traders' National Bank, 107½; Webster National Bank, 113¼; Allouez Mining Co., 6½; Hancock, 3¾; Rockland, 1½.

**Baltimore.**—Atlantic and Gulf R. R. 1st mort. 7s, consolidated, 84; Richmond and Danville bonds, 71½; Orange, Alexandria and Manassas 1st mort., 80; do., 2d mort., 7s, 72; Maryland Defense Loan, 99¾; Virginia 6s, old, reg., 50½; do., 1867, reg., 51¼; Memphis City 6s, 52¾; Central Ohio R. R., 30½; Atlantic Coal, 3.20; Bank of Baltimore, 113; Farmers' and Merchants' Bank, 49; Mechanics' Bank, 11; Merchants' Bank, 114; National Exchange Bank, 99¼; Union Bank, 57½; Franklin Bank, 13¾. The latest quotations are: Balt. and Ohio, 120@120½; do., 6s, 1875, 92@93; do., 1880, 92½@93; do., 1885, 94½@94½; Northern Central, 49½@49¼; do., bonds, 1885, 83½@83¾; do., 1900, 83¾@84¼; Parkersburg Branch, 23¼@25; N. W. Va.

1st mort., 92@93; do., 2d mort., 89@90; do., 3d mort., 1873, 88@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 89@90; do., 2d mort., 72¾@72¾; Central Ohio, 30½@31; do., 1st mort., 85½@86; Western Md. 6s, 1890, —@74½; do., guar., 89@90; do., 2d mort., guar., —@90; Richmond and Danville bonds, 71@71¼; Baltimore 6s, 1875, 95@95; do., 1886, 95@96; do., 1890, 94½@94½; do., 1893, 96½@96½; do., 6s, 1838-'70, 73@75; City Passenger R. R., 17¾@18; George's Creek Coal, 65@67; Santa Clara, 1.50@3.00; Atlantic Coal, 3.00@3.30.

**THE FIRST MORTGAGE, FIFTY-YEAR CONVERTIBLE BONDS OF THE ROCKFORD, ROCK ISLAND and ST. LOUIS RAILROAD COMPANY,** pay the PRINCIPAL AND SEVEN PER CENT. INTEREST—1st FEB. and 1st AUG.—IN GOLD COIN, Free of Government Tax.

The bonds are offered at 97½ and accrued interest in currency. Persons subscribing now will save the premium on the coupon payable Feb. 1st, proximo, equal to a reduction of one per cent. in the price of the Bonds.

Pamphlets with maps giving full information, sent on application.

All Bonds subscribed for sent by Express free of charge.

The Bonds may be had of H. H. BOODY, Treasurer, 12 Wall street, or of HENRY CLEWS & CO., Bankers, 32 Wall street, New York.

#### Railroads in Georgia.

The Augusta Chronicle of yesterday states that a prospect, and a strong one, too, exists of having Macon and Augusta united by rail, thus cutting off Savannah, to some extent, and detracting from her carrying business.

The firm of Dabney, Morgan & Co., the large capitalists of New York City, who have advanced the funds for constructing the Macon and Brunswick Railroad, had, we understand, an agent in this city a few days since, who came here to confer with Presidents King and Magrath, of the Georgia and South Carolina roads, on this subject. His proposition, as we understand it, is that these capitalists will procure the money and build the road from Milledgeville to Macon for the sum of six hundred thousand dollars—twenty thousand dollars per mile—and take in payment for the work the bonds of the road at ninety cents on the dollar, provided that these bonds receive the indorsement of the Georgia and South Carolina Railroads. We must confess that there is nothing unusually liberal in these terms but still it is the only hope we can see of the building of the road, and we indulge the hope that it may be to the interest of the other two corporations to accept the offer of Dabney, Morgan & Co.—Savannah Advertiser, Jan. 31.

The following bill passed both Houses of the Pennsylvania Legislature on the 3d inst., and received the signature of the Governor. It is designed to prevent the New York Railroad Companies from obtaining control of the Pittsburg, Fort Wayne and Chicago Railway:

"It shall be lawful for the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railroad Company, by lot or otherwise, to so classify the members thereof that one-fourth, as near as may be, shall terminate their official terms as directors at the first next annual election. After being thus classified, the stock and bondholders shall elect only members of the Board of Directors necessary to fill vacancies created by expiration of the period of services fixed as aforesaid."

The Locust Mountain Coal and Iron Company announces a semi-annual dividend of 4 per cent., free of tax.

## Erie Canal.

## RECEIPTS AND SHIPMENTS OF FREIGHT AT BUFFALO, FOR NINE YEARS.

The following is a statement showing the eastward movement of freight in tons from Buffalo by the Erie Canal for nine years:

|      | Products of the forest. | Animals.       | Vegetable Food. | Other Agric'l Prod'ts. | Total     |
|------|-------------------------|----------------|-----------------|------------------------|-----------|
|      | Tons.                   | Tons.          | Tons.           | Tons.                  | Tons.     |
| 1860 | 293,048                 | 3,103          | 755,549         | 289                    | 1,048,989 |
| 1861 | 176,825                 | 4,703          | 1,323,658       | 491                    | 1,505,677 |
| 1862 | 301,219                 | 35,256         | 1,575,468       | 1,163                  | 1,912,066 |
| 1863 | 269,013                 | 55,978         | 1,301,089       | 1,900                  | 1,627,980 |
| 1864 | 332,160                 | 25,692         | 978,895         | 3,950                  | 1,340,697 |
| 1865 | 234,301                 | 5,901          | 1,004,049       | 1,843                  | 1,246,104 |
| 1866 | 341,172                 | 567            | 1,168,645       | 759                    | 1,511,143 |
| 1867 | 367,141                 | 796            | 932,127         | 2,730                  | 1,302,794 |
| 1868 | 420,987                 | 531            | 928,533         | 2,088                  | 1,352,139 |
|      | Manufac- tures.         | Merchan- dise. | Other.          | Articles.              | Total     |
|      | Tons.                   | Tons.          | Tons.           | Tons.                  | Tons.     |
| 1860 | 6,012                   | 3,982          | 51,786          | 1,113,754              | 1,185,534 |
| 1861 | 18,118                  | 2,456          | 54,989          | 1,579,715              | 1,655,288 |
| 1862 | 16,130                  | 5,224          | 46,522          | 1,980,982              | 2,048,868 |
| 1863 | 18,137                  | 3,885          | 42,090          | 1,692,651              | 1,756,763 |
| 1864 | 14,580                  | 2,222          | 45,380          | 1,402,859              | 1,465,041 |
| 1865 | 8,371                   | 1,533          | 51,619          | 1,307,507              | 1,369,030 |
| 1866 | 5,794                   | 1,952          | 81,411          | 1,600,300              | 1,689,457 |
| 1867 | 4,172                   | 2,494          | 108,991         | 1,418,451              | 1,534,118 |
| 1868 | 3,749                   | 1,362          | 119,048         | 1,476,298              | 1,599,457 |
|      | Total Value.            |                | Total Tolls.    |                        |           |
| 1860 | \$24,412,883            |                | \$1,187,315     | 45                     |           |
| 1861 | 33,300,920              |                | 2,102,012       | 37                     |           |
| 1862 | 53,424,892              |                | 3,084,081       | 99                     |           |
| 1863 | 65,644,792              |                | 2,632,335       | 27                     |           |
| 1864 | 83,575,127              |                | 2,162,907       | 57                     |           |
| 1865 | 49,867,199              |                | 1,935,233       | 76                     |           |
| 1866 | 60,146,478              |                | 2,272,067       | 28                     |           |
| 1867 | 63,672,314              |                | 2,055,727       | 17                     |           |
| 1868 | 65,902,063              |                | 2,010,015       | 16                     |           |

The following is a statement showing the receipts of westward moving freight at Buffalo by the Erie Canal for nine years:

|      | Products of the forest. | Animals.       | Vegetable Food. | Other Agric'l Prod'ts. | Total     |
|------|-------------------------|----------------|-----------------|------------------------|-----------|
|      | Tons.                   | Tons.          | Tons.           | Tons.                  | Tons.     |
| 1860 | 20,033                  | 93             | 4,871           | 206                    | 25,103    |
| 1861 | 16,015                  | 103            | 4,770           | 93                     | 20,981    |
| 1862 | 23,094                  | 100            | 4,859           | 124                    | 28,177    |
| 1863 | 18,830                  | 283            | 7,253           | 205                    | 26,671    |
| 1864 | 24,791                  | 122            | 6,729           | 22                     | 31,664    |
| 1865 | 22,655                  | 63             | 8,244           | 62                     | 31,024    |
| 1866 | 10,598                  | 360            | 2,381           | 274                    | 11,313    |
| 1867 | 8,403                   | 202            | 2,168           | 32                     | 8,805     |
| 1868 | 5,628                   | 165            | 3,258           | 11                     | 6,062     |
|      | Manufac- tures.         | Merchan- dise. | Other.          | Articles.              | Total     |
|      | Tons.                   | Tons.          | Tons.           | Tons.                  | Tons.     |
| 1860 | 60,199                  | 84,154         | 69,730          | 246,184                | 1,160,167 |
| 1861 | 90,063                  | 42,096         | 86,732          | 239,883                | 1,658,774 |
| 1862 | 120,705                 | 63,212         | 141,328         | 353,422                | 2,338,767 |
| 1863 | 125,114                 | 72,287         | 202,366         | 426,338                | 2,426,105 |
| 1864 | 85,522                  | 63,282         | 272,819         | 461,287                | 2,282,910 |
| 1865 | 96,393                  | 65,376         | 247,227         | 439,820                | 2,238,816 |
| 1866 | 105,507                 | 76,463         | 394,370         | 589,953                | 2,166,293 |
| 1867 | 82,510                  | 91,910         | 372,093         | 557,316                | 2,003,829 |
| 1868 | 83,981                  | 108,044        | 481,759         | 682,916                | 1,956,700 |

A charter was granted by the last session of the New Jersey Legislature authorizing the construction of a railroad from Camden to Medford, in Burlington County. The following gentlemen were designated commissioners to organize the company: Joseph Ellis, Thomas Evans, Lewis L. Sharp, Benjamin D. Shreve, W. R. Braddock, W. Braddock, Wm. Garwood, Jonathan Oliphant, Joseph C. Hinckman, Jacob B. Braddock, Zebadec R. Willis. A meeting to organize and elect directors is to be held on the 13th inst. in Camden.

## Coffee Trade of the United States.

The following statement of the Coffee Trade of the United States for the years 1867 and 1868, is from the *N. Y. Shipping List*:

|                                     | 1868.       | 1867.       |
|-------------------------------------|-------------|-------------|
| From Brazil, lbs.                   | 122,269,650 | 122,936,403 |
| St. Domingo                         | 6,375,220   | 4,242,160   |
| Java and Sumatra                    | 6,854,475   | 5,102,680   |
| Singapore                           | 282,274     | 790,642     |
| Manilla                             | 537,308     | 25,720      |
| Ceylon                              | 2,715,165   | 1,320,950   |
| Maracaibo                           | 11,472,333  | 6,812,606   |
| Laguayra and Porto Cabello          | 3,873,430   | 3,397,020   |
| Jamaica                             | 567,562     | 995,340     |
| Cuba                                | 4,846       | 16,400      |
| Porto Rico                          | 422         | 48,580      |
| Curacao                             | 144,540     | 145,610     |
| Bombay                              | 181,592     |             |
| Bolivar City                        | 64,471      | 19,940      |
| Costa Rica and New Granada          | 1,793,302   | 1,092,560   |
| Rotterdam                           | 711,641     | 175,680     |
| Other ports in Europe               | 2,503,560   | 867,450     |
| Other foreign ports                 | 986,852     | 246,290     |
| Total direct                        | 162,338,643 | 148,237,011 |
| Received coastwise—                 |             |             |
| From Eastern ports                  | 1,371,221   | 681,460     |
| From Southern ports                 | 724,910     | 42,880      |
| Total receipts                      | 164,434,774 | 148,961,351 |
| Total receipts in 1866, lbs.        |             | 117,204,367 |
| " " in 1865                         |             | 113,789,187 |
| " " in 1864                         |             | 118,890,045 |
| Total receipts in U. S. during 1868 |             | 238,012,079 |
| Stock January 1st, 1868             |             | 37,051,000  |
| Exports in 1868                     |             | 11,345,460  |
| Stock January 1st, 1869             |             | 40,516,682  |
| Consumption of the year             |             | 225,200,967 |

The following shows the consumption at different ports:

|                | 1868.       | 1867.       |
|----------------|-------------|-------------|
| Taken from—    |             |             |
| New York, lbs. | 148,220,331 | 132,335,511 |
| New Orleans    | 17,288,380  | 15,076,480  |
| Baltimore      | 39,800,900  | 40,507,200  |
| Philadelphia   | 8,080,360   | 5,058,910   |
| Boston         | 4,705,046   | 5,010,570   |
| Other ports    | 5,105,920   | 5,428,000   |
| Total          | 223,200,937 | 203,506,671 |

The following shows the receipts and consumption of the United States for a series of years:

|      | Receipts.   | Consumption. |
|------|-------------|--------------|
| 1868 | 238,012,079 | 225,200,967  |
| 1867 | 226,322,811 | 203,806,871  |
| 1866 | 165,392,983 | 159,918,881  |
| 1865 | 133,574,397 | 128,146,356  |
| 1864 | 145,304,957 | 109,086,003  |
| 1863 | 75,269,417  | 79,719,641   |
| 1862 | 98,558,680  | 88,989,911   |
| 1861 | 182,244,627 | 187,045,786  |
| 1860 | 185,779,689 | 177,111,923  |

## Railroads in California.

The railroads at present in actual operation within the borders of California are as follows: Central Pacific, Sacramento to State line, 138 miles long; San Francisco and San Jose, 50 miles; California Pacific, from Vallejo to Sacramento, 60 miles; Vallejo junction to Calistoga, via Napa, 36½ miles; Sacramento Valley, from Sacramento to Shingle Springs, 45 miles; Central and Yuba, from Folsom to Marysville, 40 miles; Marysville to Oroville, 80 miles; Alameda to Oakland, 20 miles; Petaluma to Rudsill's Landing, 3 miles; total number of miles, 422½. Besides the railroads enumerated, there is one six miles long in Contra Costa County, which is used exclusively to transport coal from the Mount Diablo mines to water navigation.

## Journal of Railroad Law.

DUTIES AND LIABILITIES OF COMMON CARRIERS—WHEN THEY CEASE—WHAT IS A REASONABLE TIME AFTER NOTICE—WHEN COMMON CARRIERS BECOME WAREHOUSEMEN—BURDEN OF PROOF.

The case of *Goodwin vs. The Baltimore and Ohio R. R. Co.*, decided in our courts a few days ago, is one of the most interesting character, to all common carriers. The facts in the case are as follows:

The defendants herein undertook to convey from Wheeling, Va., to this City, in August, 1865, 650 bundles of sheet iron. There was no dispute that the Railroad Company were common carriers. The iron arrived here about the 4th of September, 1865, by steamer from Baltimore, and was soon thereafter placed on the Company's wharf. On the morning of the 5th September notice was given to the consignees of the arrival of the iron, but the same was not removed until the 9th of that month. Meanwhile a heavy rain storm came on, which had the effect to wet and rust the iron to such an extent that, as claimed by the plaintiffs great damage was done to it. Three bundles of the iron in question were never delivered, as per contract made by the common carriers. Besides, fourteen bundles of the iron, as claimed by the plaintiffs, were lost. The total amount of damage to the plaintiffs was \$800.

The defendants gave testimony to the effect that they made efforts to protect the iron by covering it with tarpaulins, &c. On the other hand the plaintiffs adduced evidence to show that, owing to the crowded condition of the wharf, they were unable to get at the iron until the 9th of the month, after all the damage had been done, and that therefore there was no delivery. Counsel for defendants, in reply to this, undertook to convince the court and jury that the giving of notice was a delivery in law; that it was at least a duty incumbent on the plaintiffs to protect the iron by all the means in their power, and they not having done so, by their own showing, a judgment of nonsuit should be granted.

Judge CARDOZO declined so to hold, and charged the jury substantially as follows:

The plaintiffs seek to recover from the defendants, who are common carriers of goods for hire, the value of three bundles of sheet iron, which were lost while in the defendants' charge, and the damages which, they assert, a large number of bundles of sheet iron consigned to them suffered by the negligence of the defendants. So far as the loss of the three bundles is concerned, no dispute is to be made, and \* \* the plaintiffs will be entitled to recover therefor \$29 54. As to the injury to the rest of the iron, the plaintiffs claim that about two-thirds of the whole consignment of 559 bundles was damaged, and as there is no conflict as to the amount of the damage, if the defendant be liable at all under the rules of law, which I shall give you, you will find no difficulty in calculating the amount of your verdict, not to exceed \$659. The defendants being common carriers of goods for hire, are responsible by the common law as insurers of the property against everything except the act of God and the public enemies, until their obligation and duty as such carriers terminated. \* \* \* The question disputed by the learned counsel for defendants is, when did their duty as common carriers cease?

Upon that subject I charge you, gentlemen, that that extent of duty and liability continued upon the defendants until the expiration of a reasonable time after notice to the consignees of the arrival of the iron for the latter to remove it from the possession of the defendants, and during the period until such reasonable time has elapsed the plaintiffs were under no duty, except to proceed with due and reasonable diligence to remove the property, and that, of course, includes the duty to endeavor by all reasonable exertion to reach and remove the goods whatever obstructions were there. Whatever you think was reasonable, under all the circumstances in that respect, the plaintiffs were bound to do. \* \* \* But here arises the important question of fact for your determination. Had a reasonable time elapsed before the rain which injured the iron, after notice of its arrival for the plaintiff's to remove it? The term reasonable time must depend upon the circumstances, the character of the property to be removed, the condition of the pier, and such like matters. You must first consider the question of what was the condition of this pier; was it so obstructed by the other freight that the plaintiffs by usual care and diligence could not remove their goods as they claim, or was it as the defendants insist in such condition that the cartmen could get to and remove his goods by taking his stand among the other cartmen, and waiting his regular and reasonable turn as they claim others did. \* \* \*

As to so many of the bundles as could have been removed (by reasonable diligence) before the storm, the defendant's duty as common carriers ceased, but as to such bundles, as such time had not expired, the liability of the defendants as common carriers remained. But if you should be of opinion that as to all or any of the iron, a reasonable time for its removal had expired before the storm, still some duty rested upon the defendants. Their liability as insurers ceased, but they were bound nevertheless to exercise some duty as respects the property until the plaintiffs had actually removed it. From the time that the reasonable period for the removal of the goods expired, the defendants' duty and liability became that of warehousemen, which required that the defendants should have exercised over the property and for its protection, ordinary care and diligence; which means that degree of care which persons of ordinary prudence would usually take of such property. And if you find that the period of time had elapsed which, as I have explained to you, would convert the liability of the defendants from that of insurers to that of warehousemen, then it rests with the plaintiffs to satisfy you upon the evidence that the defendants did not take that care of this property which persons of ordinary prudence would usually take of such goods; the burden of proof of negligence being then on the plaintiffs. And if you reach this branch of the case you will say whether the plaintiffs have proved that degree of negligence against the defendants. If they have, the defendants will be liable, even though their duty as common carriers was ended.

Under this charge the jury found a verdict for plaintiffs for \$659.

Arrangements are being made for the construction of the Houlton Branch of the St. Andrews Railroad. It is confidently expected that work will be commenced early in the Spring.

United States Supreme Court.

NON-RESIDENT ALIENS NOT REQUIRED TO PAY FEDERAL TAXES.

The Northern Central Railroad Company vs. John C. Jackson.—This is a writ of error to the Circuit Court for the District of Maryland. The defendant in error, a foreigner and a subject of Great Britain sued the plaintiff in error for \$2,650, the amount of the coupons due on bonds of the company and held by him. Upon demand made the company offered to pay the amount, less five per cent. income tax to the United States and three mills upon each bond reserved to the State of Pennsylvania under the laws of that State. Upon the trial of the case the plaintiff in error gave in evidence the deed of trust or mortgage securing the bonds and the articles of union consolidating into one company corporations chartered by the States of Pennsylvania and Maryland, and the proceedings of those corporations authorizing and assenting to the legislation of the two States effecting such union. The Court was then asked to instruct the jury that by force of the act of Congress holders of bonds, wherever resident, were liable to pay the deduction of five per cent. and also, by the laws of Pennsylvania to pay the three mills additional tax, and on each bond. The Court refused to so instruct, but charged the jury that if they found from the evidence that at the commencement of the suit the plaintiff was the lawful holder of coupons representing interest due on bonds of the defendant held by him, and that the plaintiff, when he purchased the bonds, was a British subject, and resided in Ireland, and that he then resided there, the plaintiff was entitled to recover the amount of such coupons without deductions. The verdict was for the plaintiff, in accordance with the view of the Court. The company brought the case here by writ of error, where it is now held. Mr. Justice Nelson, delivered the opinion of the Court, that, by a true construction of the internal revenue laws, it was not intended to tax the incomes of persons other than citizens of the United States, wherever resident, and of residents, whether citizens or not; hence the stock of the defendant in error was not subject to the deductions made. As to the power of Congress to make a law taxing non-resident foreigners in such case, the Court expresses no opinion. It is also held that the tax imposed by the State of Pennsylvania cannot be exacted because the railroad in question is a Maryland corporation, and the subject for taxation was, therefore, beyond the jurisdictional limits of Pennsylvania. Both debtor and creditor were outside of her territory, and neither of them her subjects. The judgment below was affirmed.

The receipts into the Treasury of West Virginia during the year ending September 30, 1868, (including \$4,895 89 from the previous year) were \$769,965 62; and the disbursements therefrom \$751,395 51—leaving a balance October 1, 1868, of \$18,300 11. The receipts for the current fiscal year are estimated at \$525,150, and the disbursements at \$579,215 67.

The Richmond and York River Railroad has been finished. The rails are all laid, and the cars are now running through to West Point. A heavy force of workmen are engaged in rebuilding the wharf at that place.

Railroads of Iowa.

It will be seen by the following statement than in 1860 there were less than 600 miles of railroad in Iowa; now there are more than 1,500 miles in operation, with nearly a dozen roads, in progress, and some half dozen more in immediate prospect:

|                                       | Miles in 1860. | Miles in 1869. |
|---------------------------------------|----------------|----------------|
| Burlington and Missouri.....          | 75             | 180            |
| Chicago and Northwestern.....         | 107            | 350            |
| Dubuque and Sioux City.....           | 100            | 175            |
| Dubuque Western.....                  | 30             | 65             |
| Des Moines Valley.....                | 82             | 165            |
| Keokuk, Mt. Pleasant & Muscatine..... | 25             | 25             |
| Chicago, Rock Island and Pacific..... | 140            | 305            |
| Ackley and Eldora.....                | ..             | 22             |
| McGregor and St. Paul.....            | ..             | 70             |
| Minnesota and Iowa Central.....       | ..             | 40             |
| Sioux City and Pacific.....           | ..             | 75             |
| Council Bluffs and St. Joseph.....    | ..             | 70             |
| Total.....                            | 559            | 1,542          |

Including the one hundred miles required to complete the Burlington and Missouri to Council Bluffs, and the fifty miles required to complete the Chicago, Rock Island and Pacific to the same city, which will be speedily done, there will be 1,692 miles of railway in the State, early in the year 1869.

Portland and Ogdensburg Railroad.

This company was chartered February 11, 1867. The amount of subscriptions required by the charter having been obtained, the company have organized by the election of the following named gentlemen as directors: John B. Brown, Andrew Spring, John E. Donnell, William Deering, Samuel J. Anderson, H. N. Jones, F. G. Messer, William Putnam, of Portland, and D. R. Hastings, of Fryeburgh. The city of Portland, in its corporate capacity, has subscribed \$714,300, and the citizens individually \$266,200 more. Subscriptions in Vermont have so far progressed as to insure the beginning of the work in the early Spring. The subscriptions to the capital stock in Maine amount to between \$11,000,000 and \$12,000,000. The following is the probable route of the road: Up the east side of the Sebago Pond to Conway, New Hampshire, thence by way of White Mountain Notch to Connecticut River at Littleton or Dalton, thence by way of St. Johnsbury, Danville, Wolcott, Hyde Park, Cambridge, Fairfield and Sheldon to Swanton, Vermont.

The New York Stock Exchange and Open Board of Stock Brokers on the 30th of November last, passed the following joint resolution:

Resolved, That on and after January 30th, 1869, neither Board will call, or deal in any active speculative stock, of any company, a registry of whose stock is not kept in some responsible bank, trust company or some other satisfactory agency, and which shall not give public notice at the time of establishing such registry, of the number of shares so entrusted to be registered, and shall not give at least thirty days' notice through the newspapers, and in writing to the President of each Board, of any intended increase of the number of shares, either direct or through an issue of convertible bonds, and shall not at the same time give notice of the object for which such issue of stock or bonds is about to be made.

Bangor has issued \$250,000 of city scrip to the European and North American Railroad upon the completion of the first ten miles in a satisfactory manner, the city taking a mortgage of the road in return. The construction of the road is being rapidly pushed.

**Baltimore and Ohio Railroad.**

Under the charter given by Virginia originally to the Baltimore and Ohio Railroad it was provided that the company should be exempt from taxation within the State's limits until its earnings were equal to six per cent. on its cost. A question had, therefore, some time ago arisen as to the company's liability to tax, and the supervisors of Marshall County, West Virginia, brought suit against it. An opinion in the case was recently delivered by Judge Maxwell, of the Supreme Bench of that State. It will be seen that the Court decided all the points in favor of the people and against the corporation:

"The company claimed that, under their charter, they were exempt from all taxation till that part of the road within the State yielded six per cent. net profit on its cost, claiming also the right to include in that cost the five millions paid for the Northwestern Virginia Railroad. The Court decide that this five millions is not a part of the cost of the Baltimore and Ohio Railroad as contemplated by its charter; that its exemption does not depend on the income on that part of the road in the State by itself, but that, in ascertaining the income with reference to the exemption granted in the charter, the 'capital invested' in the whole road from Baltimore to Wheeling is to be the basis of calculation. They decide that, as a matter of fact, the net income on this capital invested did exceed six per cent. the year Marshall County levied her taxes, (1864,) and for several years before; and further, that the net income of that part of the road in this State separately exceeded that figure, not counting the purchase of the Northwestern Virginia Railroad as a part of the cost; so that, even on its own basis, the company is subject to taxation.

"The company claimed that if taxable at all it was only for State purposes, relying on the term 'general taxation' in its charter for this construction. The Court corrects such a construction, holding that the term has a precisely opposite meaning, subjecting the road to taxation for all purposes as contradistinguished from specific or special taxation. The Court therefore holds that the road is taxable for all purposes precisely as the property of a natural person."

**Dexter and Newport Railroad.**

This road connects with the Maine Central at Newport; and is fourteen miles in length. Passenger trains commenced running over it on the 26th of November last. The road is leased to the Maine Central for thirty years, the lessee to keep it in repair, to furnish the rolling stock, and pay \$18,000 per year for its use. The town of Dexter loaned its bonds to aid in the construction for \$125,000; the town of Corinna for \$50,000; and there has been issued \$125,000 of stock, making \$300,000 on the cost of the road in bonds and stock, upon which sum the Maine Central pay interest.

**Peach Bottom and Oxford Railroad.**

The Oxford Press says that the route of this new railroad has been surveyed, and considerable interest has been manifested with reference to its early construction. The route conceded to be the proper one, is from Peach Bottom on the Susquehanna River, to a point on the Baltimore Central Railroad near Oxford Borough. A proposition has been made by an engineer to grade the road and erect all the bridges and culverts for \$8,000 per mile, a distance of fourteen miles. Two preliminary meetings of the citizens interested in this project have been held and \$30,000 has been guaranteed.

**Southern Maryland Railroad.**

This road will be about 75 miles in length, extending from Point Lookout to Washington. The route of the road is thus described: Leaving Point Lookout, the road will pass through the centre of St. Inigoe's district, and through Factory to Charles County, running parallel with the Patuxent about eight miles west, through Charlotte Hall, Hughesville, Bryantown, Gallant Green, thence near Horse Head and Brandywine, through the "Woodyard," Long Old Fields, and thence to the District line.

The Maryland Central Railroad Company was chartered by the Legislature of Maryland at the session of 1867. The route of the road is from Baltimore to the Susquehanna River, by way of Belair, to connect with the present road to Philadelphia, just completed on the opposite side of the river.

The Philadelphia Press gives the following list of roads in progress and projected in the State of Pennsylvania: Wilmington and Reading, Pittsburgh and Connellsville, (extension;) Columbia and Port Deposit; Philadelphia and Baltimore Central, (extension;) Plymouth Railroad; Lancaster, Lebanon and Pinegrove; Pennsylvania and New York Canal and Railroad; Northern Railroad and Navigation.

T. W. Briggs has been elected President, H. Voight Treasurer, and J. R. Jaques Secretary of the Monongahela Valley Railroad Company. The choice of a civil engineer was deferred until the next meeting to be held at East Birmingham on the 3d of March.

The work of strengthening and improving the Pan Handle Railroad between Steubenville and Pittsburg, is being pushed forward and at great expense to the company. The trestle work, near Birmingham, has been replaced by masonry, and other parts of the road are being likewise improved.

The stockholders of the Cleveland and Mahoning Railroad Company have refused to endorse the transfer of the lease of their road by the Atlantic and Great Western to the Erie company.

The stockholders of the Pan Handle Railroad Company have ratified the lease to that company of the Columbus, Chicago and Indiana Central Railway.

The Cumberland Civilian says that the work on the Pittsburg and Connellsville Railroad is progressing favorably, a large force being employed in the neighborhood of Meyers' Mills, Sand Patch tunnel, and other points. The fall of 1870 will doubtless see the road in operation along the entire route from Cumberland to Pittsburg.

The Bethlehem Iron Company has declared a semi-annual dividend of 5 per cent. in cash, payable on and after February 1st, 1869.

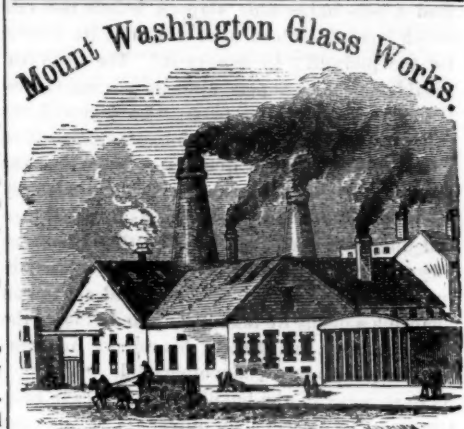
Ryegate, Vt., recently voted \$18,000 in aid of the Montpelier and Wells River Railroad.

Cambridge has subscribed \$15,000 to the Lanesville Valley Railroad, and guaranteed \$4,000 more when the road is completed.

Engineers are now engaged in making another survey of the railroad between Murfreesboro and Galatin via Lebanon.

The gross receipts of the Baltimore City passenger railway in 1868, were \$480,046.30, one-fifth of which, amounting to \$96,009.26, was deposited with the City Register, on account of the Park tax. This Company has in its service 479 horses and 73 cars; 1,709,952 miles were traveled, and 10,200,372 passengers carried during the year, 1868, showing an increase over the number carried during 1867 of 1,300,000.

Two hundred miles of the James River and Kanawha canal—about half its proposed length—are finished. The State of Virginia, being unable to construct the remainder, proposes to give the entire work to any company that will complete it.



**MANUFACTURER OF GLASS IN ALL ITS FORMS** and varieties. The attention of Railroad Men is called particularly to the *Lan'ern Globes and Chimneys* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

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**W. L. LIBBEY,**  
61 Milk-St., Boston, Mass.

**Notice to Bridge Builders.**

DEPARTMENT OF SURVEYS,  
JANUARY 11, 1869.

In conformity with an ordinance of the Select and Common Councils of the City of Philadelphia—

I hereby invite the presentation of Plans and Estimates for an Iron Truss Bridge suitable to be erected over the River Schuylkill, on the site of the present Suspension Bridge at Fairmount, in said city. The abutments are now erected with a clear span of three hundred and forty (340) feet. The width of Bridge from out to out of footways to be fifty (50) feet, which footways will be not less than eight feet in the clear.

It must be provided with an upper and lower carriage-way, the upper to be not more than 35 feet above the bottom of lower chord, or less than 28 feet above the lower roadway—the lower roadway to be not more than seven feet above the bottom of lower chord or it may rest upon the lower chords.

The entire structure to be of iron, excepting the flooring of the road and footways; to be proportioned for a weight of seventy-five pounds per square foot upon each roadway, including the footways. All wrought iron to be proportioned to resist a tension of 60,000 pounds, with a factor of five for security in large bars, and six for the small bars or rods.

A full and detailed estimate of quantities and cost will be required to accompany each plan.

The conditions of the Ordinance are, that the plans here-in called for shall be submitted to a Commission of three Civil Engineers, in conjunction with the Chief Engineer and Surveyor of the city of Philadelphia—the best three of the plans to be retained by and become the property of the city of Philadelphia, for which they will be paid in order of merit, as may be determined by the Commission—\$800, 500, 300 dollars respectively. No design for a Portal will be required.

All plans must be deposited with the subscriber on or before the 1st day of April, 1869, at the Department of Surveys, 224 SOUTH FIFTH STREET, Philadelphia, with letter, giving the address of the Designer. Map and Profile of location may be seen at the Department of Surveys.

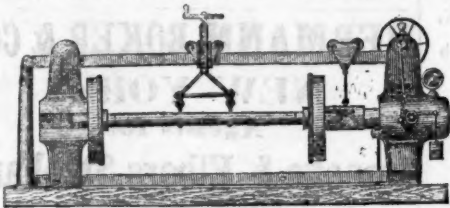
STRICKLAND KNEASS,  
Chief Engineer and Surveyor.

**Norfolk and Gt. Western Railroad.**

The Danville Times says that an agent of European capitalists has for several days been negotiating with the officers of the Norfolk and Great Western Railroad for building the whole or a large part of the road. The company, however, does not seem to have assets enough to induce the agent to close the contract. The engineers have been engaged in making the preliminary survey for the location of the ten miles of the road west of Danville.

The following gentlemen have been elected directors of Woodstock Railroad Company: P. T. Washburn, Frederick Billings, Albert G. Dewey, Charles Dana, Francis W. Clark, Lewis Pratt, Frank N. Billings, Charles S. Raymond, and Otis Chamberlain. P. T. Washburn, president; S. E. Munger, treasurer. The work of grading is being pushed with energy, more than half the route is graded, and the contractors expect to have it ready for the iron by Oct. 1, 1869.

**CAR WHEEL PRESS.**



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**C. V. MEAD & Co.,**  
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INDIA RUBBER  
CAR SPRINGS,  
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**TESTIMONIAL.**

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

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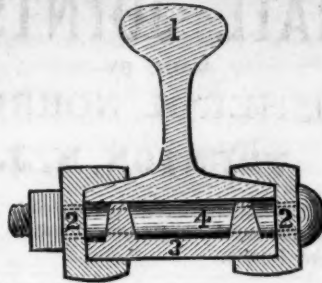
Purchasing Agent Baltimore and Ohio Railroad.

**CAUTION.**—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

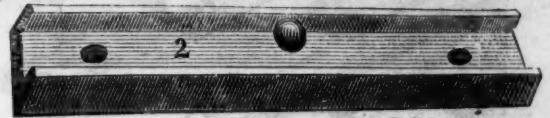
C. V. MEAD. B. L. HUTCHINSON.

E. S. MANNING. G. W. HORTON.

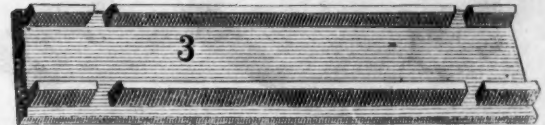
**THE PHOENIX IRON COMPANY'S  
NEW SUSPENSION RAIL JOINT.**



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new *Suspension Rail Joint*, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3) with the flanges of the rail and the bottom plate embraced by the side clamps (2) and held firmly in place by bolts (4) in screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at the joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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**OLD RAILS IN TRADE FOR NEW**

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

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**60 & 71 Broadway, New York.**

OFFICE OF THE ILLINOIS CENTRAL RAILROAD Co.,  
NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was  
*Resolved*, That a dividend of **FIVE PER CENT.**, in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

**THOMAS E. WALKER, Treasurer.**



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Prepared expressly for all classes of  
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and warranted to give excellent satisfaction.  
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Trade marks and Titles furnished on application to the Co.  
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**RAIL JOINTS,**  
MADE BY  
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The Superiority of these Joints has been proved by eight years' use on different Roads.

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**RAIL CHAIRS.**

**RAILROAD SUPPLIES.**

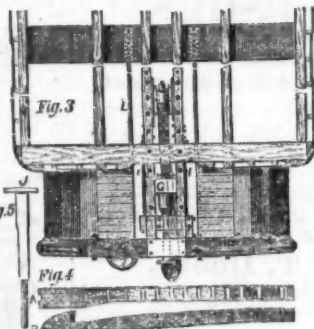
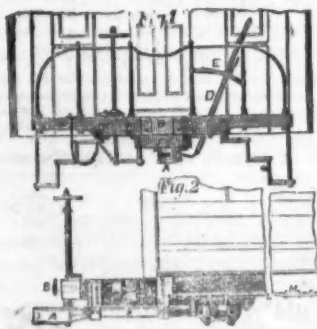
The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

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Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

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Automatic Couplers,  
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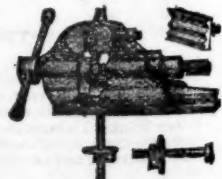
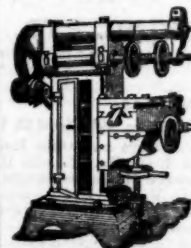
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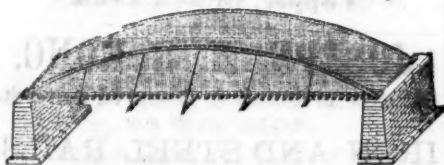
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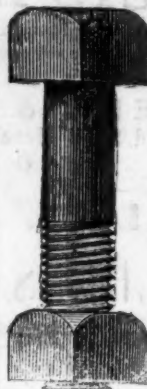
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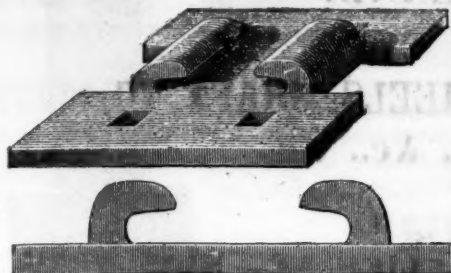
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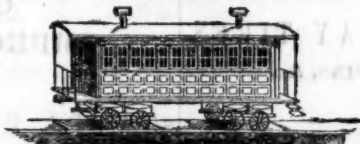
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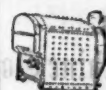
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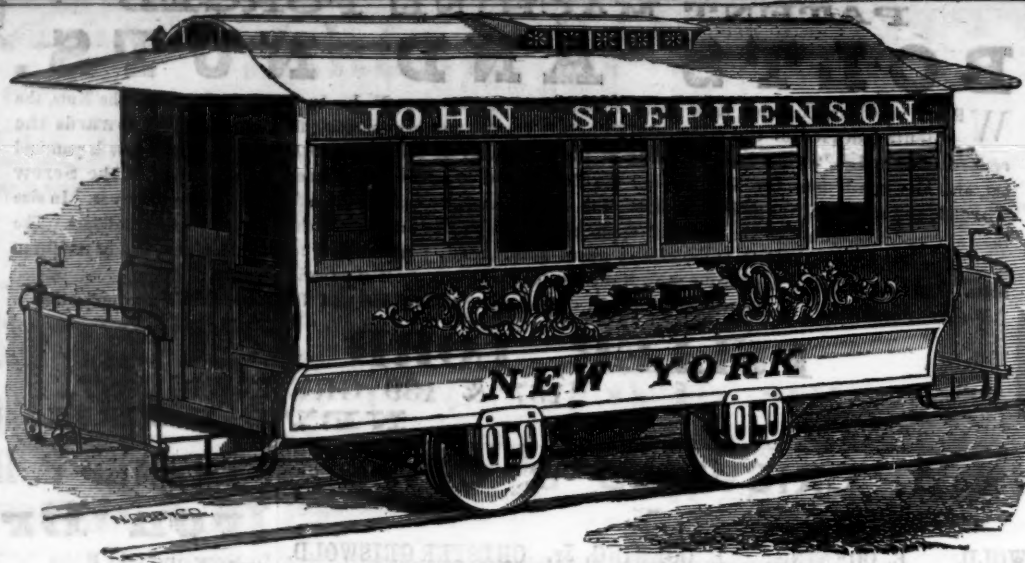
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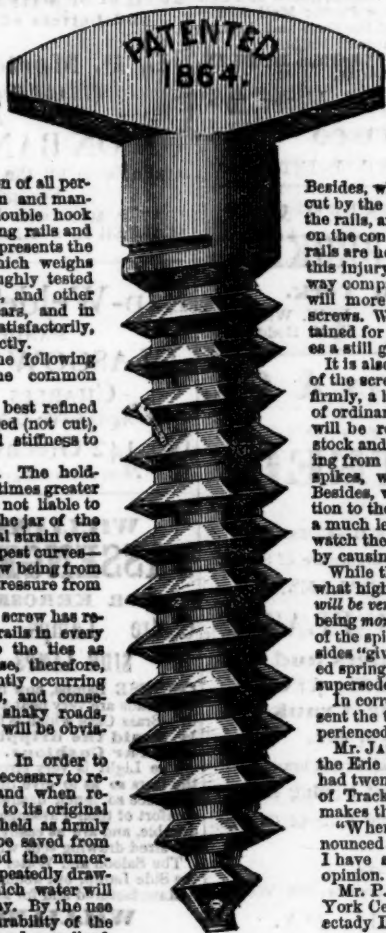
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

**First.**—They are made of the best refined iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

**Second.**—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even in the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

**Third.**—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, on a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VRIES, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. BRYDEN, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 6th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, in the end they will be very much cheaper. The screw therefore being more economical, and by its use in place of the spike, making the roads more secure, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES B. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion."

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division), says, January 9th, 1866:—

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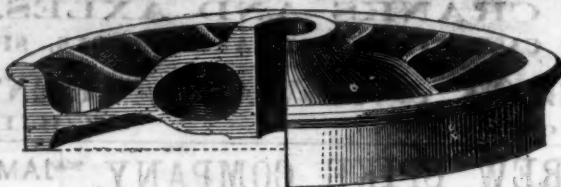
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